The Motorcycle Enthusiast's Weekly Newspaper

VOLUME V NUMBER 21 June 20, 1968

CYCLE NEWS WEST

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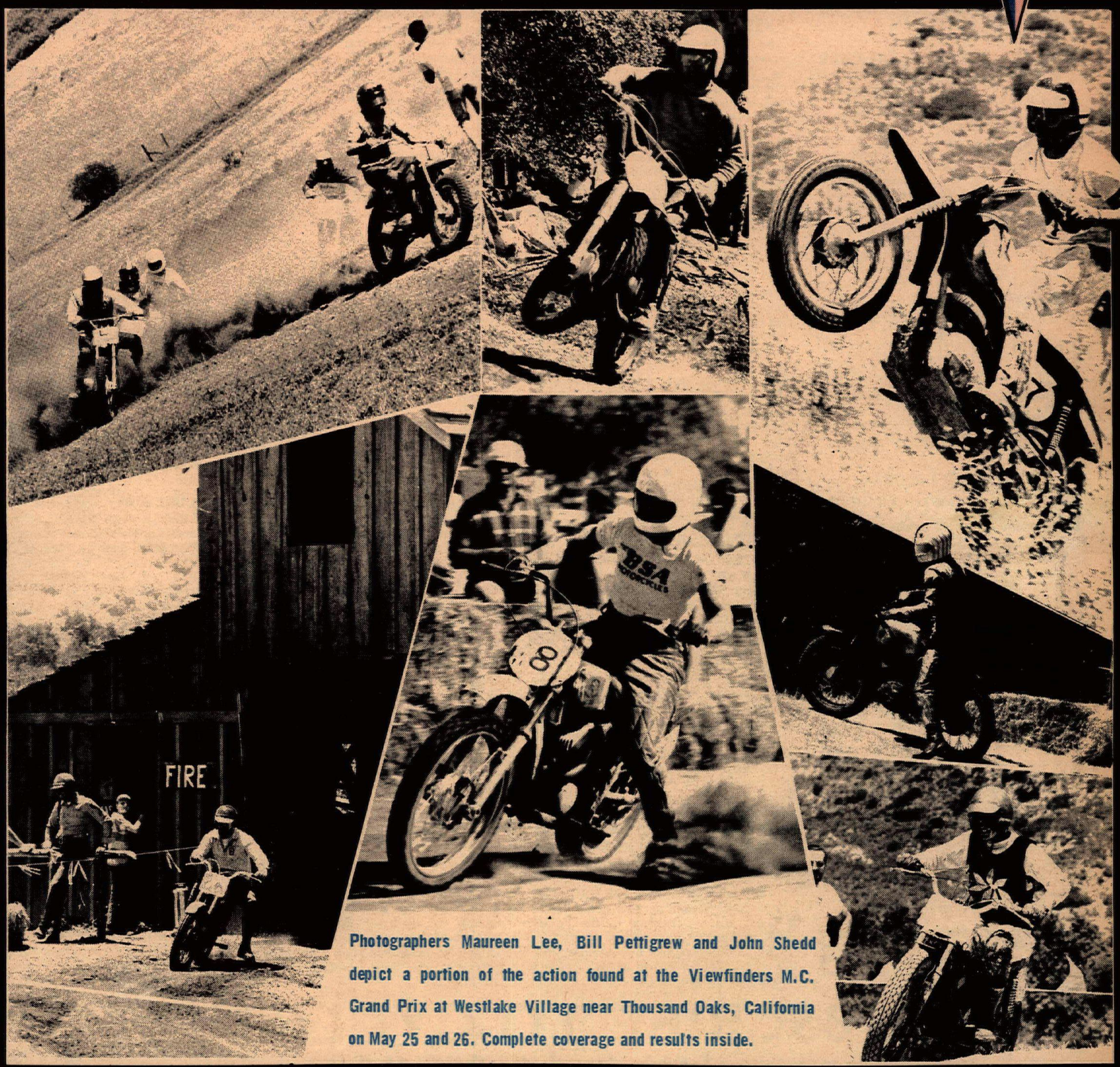

Photographers Maureen Lee, Bill Pettigrew and John Shedd depict a portion of the action found at the Viewfinders M.C. Grand Prix at Westlake Village near Thousand Oaks, California on May 25 and 26. Complete coverage and results inside.

NEWSPAPER

CYCLE NEWS
6471 North Long Beach Boulevard
Long Beach, California 90805

NATIONAL CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

AMA NATIONAL CHAMPIONSHIP SANCTION SCHEDULE

JUNE 2 – 5 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Detroit Area Associated Motorcycle Clubs, Detroit, Mich.–Race course Livonia, Mich. –Entries from AMA or District Referee. Entries close May 12.

JUNE 16 – 100 MILE NATIONAL

CHAMPIONSHIP ROAD RACE New England Motorcycle Dealers Assn., 20 Brewster St., Plymouth, Mass.–Loudon, N.H. –Entries from AMA or District Referee. Entries close May 26.

JUNE 23 – MINIATURE NATIONAL

CHAMPIONSHIP ROAD RACE Pittsburgh Racing Assn., 718 Hope Hollow Rd., Pittsburgh, Pa.–Heidelberg Raceway– Entries from AMA or District Referee. Entries close June 2.

JULY 14–20 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Jack Leigh, c/o Mort Becker, 4118 S.E. Malden St., Portland, Ore. Entries from AMA or District Referee. Entries close June 23.

JULY 20 – 30 LAP TT

NATIONAL CHAMPIONSHIP Mt. St. Helens MC, P.O. Box 51, Castle Rock, Wash. –Entries from AMA or District Referee. Entries close June 29.

JULY 27 – 50 LAP TT

NATIONAL CHAMPIONSHIP J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.–Ascot–Entries from AMA or District Referee. Entries close July 6.

JULY 28 – 10 MILE NATIONAL.

Championship Dirt Track (1 mile) Bob Barkhimer Associates, Inc., 50 Mt. Herman Rd., Santa Cruz, Calif. – Santa Rosa Fairgrounds, Santa Rosa, Cal. $6000 purse. – Entries from AMA or District Referee.

AUGUST 4 – PROFESSIONAL

HILLCLIMB NATIONAL CHAMPIONSHIP Muskegon MC, Muskegon, Mich.– Mt. Garfield–Entrants notified by AMA.

AUGUST 11 – 25 LAP TT

NATIONAL CHAMPIONSHIP Midwest Speedways, 4600 N. 27th, Lincoln, Nebr. –Entries from AMA or District Referee. Entries Close July 21.

AUGUST 25 – 15 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK (1 mile) Scanlan's Promotions, Inc., 3001 N. 9th St., St. Joseph, Mo. – State Fairgrounds –Entries from AMA or District Referee. Entries Close Aug. 4.

SEPTEMBER 1–14 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Bob Barkhimer Associates, Inc., 50 Mt. Herman Rd., Santa Cruz, Calif. – San Jose track –Entries from AMA or District Referee. Entries Close Aug. 11.

SEPTEMBER 8–11 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Robert M. Day, 277 Paul Ave., Salinas, Calif.– California Rodeo grounds–Entries from AMA or District Referee. Entries Close Aug. 18.

SEPT. 15 – 15 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Bob Barkhimer Associates, Inc., 50 Mt. Herman Rd., Santa Cruz, Calif.–San Jose track –Entries from AMA or District Referee. Entries Close Aug. 11.

EVERY WEDNESDAY NIGHT

ACA PROFESSIONAL SHORT TRACK RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance. 100cc & 250cc classes, points, trophies & 40% of the gate purse. Three no. plates required. Starts 8 p.m. every Wed.

EVERY THURSDAY NIGHT

ACA SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Trophies and points. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance. 100cc & 250cc classes, 3 no. plates required. Starts 8 p.m. every Thurs.

EVERY FRIDAY NIGHT

AMA FLATTRACK HALF-MILE RACES at Ascot Park, 183rd & Vermont, Gardena, Calif., promoted by J.C. Agajanian. Novice, Amateur and Expert riders. $2,100 guaranteed purse. Practice 7 p.m. first race 8:15, 18-race program.

QUARTER-MILE SPORTSMAN SHORT TRACK co-sponsored by Fort Sutter & Sacramento Trackers M.C.'s at Eldorado Raceway, Sacramento, Calif. Gates open at 6 p.m. Signup 6:30-7:30 p.m., practice 7-7:45 p.m., first race 8 p.m. 100cc, 200cc, 250cc, AMA sanc. Adm. $2.00 ride or watch. Take Jackson Rd. or Hwy. 16 to Excelsior Rd., no. 1/2 mile

3-STAR PROFESSIONAL TT RACE by Oregon Sidewinders M.C. so. of Portland, Ore. on SE Lawnfield Rd. near Clackamas, Ore. Ride or watch $2.00. Pits open 6:30 p.m., races at 8 p.m. For info contact Sidewinders, Rt. 3, Box 290-C, Oregon City, Ore. Every Fri. night through Sept. 6. No race July 5, 19 & Aug. 30.

CLASS A PROFESSIONAL SHORT TRACK, ACA sanc., Orange Co. Speedway. Santa Ana Fwy., to Laguna Cyn. offramp, make left at first street, Valencia, 2 mi. to track. Pit gates open 6:30 p.m., qual. 7 p.m., first race 8 p.m. Adm. $2.00, $1.00 Jrs., under 12 free. 40% purse.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12030 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.L. Street bike preferably, 9 a.m. start, $10 per student. For info call Bob Braverman at (213) 785-2421.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes. Spectators welcome.

3-STAR PROFESSIONAL TT RACE by Mt. Baker M.C. at Bellingham, Wash. AMA sanc., $600 purse. Night race. For info contact Mt. Baker M.C., 600 DuPont Bellingham, Wash. 98225.

TT SCRAMBLES RACING each and every Sat. night through the summer. Limited amount of riders is 150. Perris M.C. Recreation Center, Perris, Calif.

SPORTSMAN SHORT TRACK RACING at Cycle-Land Speedway, 14 miles south of Chico, Calif., presented by the Valley M.C. Starts May 4, continues every Saturday night throughout the summer. For into call Dick McAfee at 877-3395 in Paradise, Calif.

FRIDAY, MAY 31st

THREE STAR AMA PROFESSIONAL TT at the Sidewinders race track, Portland, Ore. Night racing on the hillside course. Signup closes 7:30 p.m.

MAY 31 – JUNE 9th

1st ANNUAL MEXICALI FAIR at Mexicali, Mexico presented by 20-30 Club & La Vox de la Frontera. 3 Int'l bike races: June 2 & 9, TT Moto-Cross; June 5, Enduro. High point trophy both days. 50, 100, 175, 250 & Open classes. For info call (213) 323-8183.

SAT., JUNE 1 & 15th

SPORTSMAN SHORT TRACK by North Bay M.C. at Sonoma Co. Fairgrounds, Santa Rosa, Cal. AMA sanc., signup & prac. 5:30-7 p.m., race at 7:30 p.m. Adm. $1.50 adults, 75¢ 12-16, kids free. Season high point trophy, Class C traction, 4 more races to fllow. For info call Ray Bennett (707) 546-4655, 5140 Occidental Rd., Santa Rosa, Cal.

SATURDAY, JUNE 1st

THREE STAR AMA PROFESSIONAL TT at Castle Rock Fairground, Castle Rock, Wash. Night racing on the 30-lap National track. Signup closes 7:30 p.m.

JUNE 1 & 2

2nd ANNUAL RENO SPORTSCYCLE SHOW at Centennial Coliseum in Reno, Nevada. Open from 11 a.m. to 11 p.m. on Sat., & from 11 a.m. to 8 p.m. on Sun. Show centers around motor sports & equipment. To enter motorcycles, contact Al Lockett, 7680 Tholl Dr., Lemmon Valley, Nev. 89503, phone 972-0482.

500-MILE GREENHORN ENDURO. Mail entry $7 both days, $4 Sunday only. Mail to Pasadena M.C. Clubhouse, 21 East Howard St., Pasadena. Entries close May 18, 1968.

SUNDAY, JUNE 2nd

AFM NAT'L ROAD RACE, Orange Co. Int'l Raceway, 10 mi. so. of Disneyland on Santa Ana Fwy, Sand Canyon offramp. All Nat'l. classes will run, GP professional, sportsman, production. Al Collins, KLAC radio personality, will appear. Regis. opens 8 a.m., prac. 10 a.m., first race 12:30 p.m. For info call (415) 535-1549, (213) 762-9875, (805) 967-8919 or (714) 442-3338.

THREE STAR AMA PROFESSIONAL TT at Tri-Cities Raceway, Richland, Wash. All new $200,000 race plant, bonus payoff. Signup closes at 12 noon.

4th ANNUAL CALICO 100 by Hi-Jinx FMC. Take Barstow Fwy. 10 mi. past Barstow, Cal. to Calico Ghost Town turnoff. Follow lime to dry lake bed. 100 mile race limited to 100cc's. For more info call (213) 868-9997.

BENEFIT SCRAMBLES for Underprivileged Children presented by Palo Alto M.C. & the Kiwanis Club at Fremont, Cal., next to drag strip, Durham Rd. turnoff on Hwy. 17. Adm. $1.50 ride or watch, all classes, no girls. AMA sanc., Dist. 36 rules, signup closes 10:30 a.m., prac. 9-11 a.m., race at 12:30 p.m.

MOTO-CROSS by Sage Hoppers M.C. at Encinitas, Cal. Prac. 9 a.m., Exp. & Am. 100cc, 250cc & Open at 10 a.m., sep. motos. Nov. 100cc, 250cc & Open at noon, sep. motos. Entry $3.00, 1-mi. course, no adm. Limed from Interstate 5 & Encinitas Bl. Camping ok, but no litter. No bikes run after 8 p.m. Sat. or before 9 a.m. Sun. For info call (714) 753-2907.

2nd ANNUAL SPORTSMAN SCRAMBLES by Valley Council of M.C. Clubs at Lodi Cycle Bowl, Lodi, Cal. AMA sanc., all classes. Signup 9-11 a.m., race at noon, $1.50 ride or watch.

ADELANTO TT SCRAMBLES at Redding's 8/10-mile on Hwy. 395 near Adelanto, Calif. 0-250cc practice at 8:30 a.m., big bikes approx. 11:30 a.m. Admission $1.25 each person, $2.00 entry fee. Class C rubber. Call (213) 927-1977 for further information.

EUROPEAN SCRAMBLES by Desert Challengers M.C. at Deadman's Point, Cal. Entry $3.25, 3 1-hr. races, approx. 30 mi. Trailbikes 10 a.m., small bikes 11:15 a.m., big bikes 12:30 p.m. No affil. req. Turn off Hwy. 66 at Lucerne Valley cutoff, east to intersec. of Hwy. 18 in Apple Valley. Trophies to 40% of finishers.

SPORTSMAN SCRAMBLES by Lucky Spokes M.C. at Brush Prairies, Wash. AMA sanc. & pts. Signup 11 a.m., race 1 p.m. Adm. $1.50, 5 classes (100-200-250-500-Open). No rain, no knobs.

PONDEROSA CHAMPIONSHIP 100, by Greyhounds M.C. 15 mi. east of Lancaster, Cal. on Ave. J. New course, 10 loops, big trophies to all finishers. 10 a.m. start, 4-ft. trophy to 1st in class, 40 mi. of fireroad. Pie plates ok, notarized release for minors, trophy donation $5.00.

TT RACE by Shasta M.C. Smooth track, AMA sanc., all classes. Signup & practice 10 a.m. to noon, race at 1 p.m. Location: Take Business Loop, Interstate #5, between Redding & Anderson, Cal. West on Happy Valley Rd., follow signs to track. For info call (916) 241-4008.

EUROPEAN SCRAMBLES by Desert Challengers M.C. at Deadman's Point, Cal. Entry $3.25, no affil. req., 3 separate 1-hr. races. Trail bikes 10 a.m., 11:15 a.m. small bikes, 12:30 p.m. big bikes. Trophies to 40% of entries. Turn off Hwy. 66 at Lucerne Valley, Cal., east to intersection of Hwy. 18 in Apple Valley.

WEDNESDAY, JUNE 5th

GENERAL MEETING of all motorcycle riders interested in riding on Calif. public lands such as Panoche, Mercy Hot Springs, etc., to be held at George E. Hall's M.C. shop, 265 N. Monterey St., Gilroy, Cal. at 8 p.m. Clubs are asked to send 2 reps empowered to speak for their groups. Coffee & cookies. For more info call 842-8888 in Gilroy.

FRIDAY, JUNE 7th

3-STAR PROFESSIONAL TT RACE by Blue Barons M.C. at Graham Speedway, 9 mi. so. of Puyallup, Wash., at Graham, Wash. For info contact Blue Barons M.C., 1315 S. 41st, Tacoma, Wash. 98408.

SAT., JUNE 8, 15, 22 & 29th

SPEEDWAY RACING at Whiteman Stadium, 12850 Pierce St. & San Fernando Rd., Pacoima, Cal. Benefit show for American Cancer Society, practice at 7 p.m., races start at 8 p.m. Team racing, adm. $2.50 adults, $1.50 under 12, free under 5. For further info contact Criswell Enterprises, 12130 Sherman Way, No. Hollywood, Cal (213) 983-1617.

SATURDAY, JUNE 8th

SCRAMBLES at Sprockets Park, Bakersfield, Cal. Night race. Signup closes at 7 p.m. with first race at 7:30 p.m.

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PLEASE ALLOW THREE WEEKS FOR NEW SUBSCRIPTIONS TO START.

CALENDAR OF EVENTS

SAT. & SUN., JUNE 8 & 9th

MAMMOTH MOUNTAIN MOTO-CROSS in High Sierras. Mail entry $5.00, post entry $7.50. AMA sanc., first race Sat. 10 a.m., practice 8-10 a.m. Big bike practice Sat. afternoon. 100cc Yamaha raffle. Accommodations available. Send entry or for info to P.O. Box 582, Mammoth Lake, Cal. 83546.

13th ANNUAL HIGH SIERRA TOUR at Lone Pine, Cal., by Ace of Clubs M.C. Giant parade, field events, dress competition, barbecue, trophies, dancing. Mail entry $3.00, post $3.75, kids $2.00, post $2.50. Send to Ace of Clubs M.C., 2723 Tyler Ave., El Monte, Cal. 91733. For info call (213) 442-4791.

SUNDAY, JUNE 9th

1st AMA MOTO-CROSS presented by Antelope Ramblers M.C. Entry $3.00 plus 50¢ for ambulance fee. Dist. 37 points. Mail entry only, must be in by May 26. Contact Dave Lewis, 11339 Moorpark, No. Hollywood. Location later.

TT RACE by Shasta M.C. Smooth track, AMA sanc., all classes. Signup & practice 10 a.m. to noon, race at 1 p.m. Location: Take Business Loop, Interstate #5, between Redding & Anderson, Cal. West on Happy Valley Rd., follow signs to track. For info call (916) 241-4008.

SCRAMBLES at Lodi Cycle Bowl, Lodi, Calif. Competition Congress Fund Raising Race, all Dist. 36 classes. AMA sanc., signup & prac. 8-11 a.m., race at noon.

TT SCRAMBLES by Simi Valley M.C. Dist. 37 pts. race at Little Rock, Cal. Limed from 77th St. & Pearblossom Hwy.-Ltwts. 9 a.m., Hvwts. 1 p.m. Beer and concession. For further info BE THERE, if possible.

EUROPEAN SCRAMBLES, one of the best 20 runs of the year. Presented by San Bernardino M.C., Dist. 37 pts. Separate courses for lightweight and heavyweight. 100% virgin territory. Plenty of trophies. Limed courses. 1st race, 10 a.m. sharp! Limed from Mojave, north on Hwy. 58. Formerly the Greyhound Desert Run.

TT SCRAMBLES by Desert Phantoms M.C. on Hwy. 395 in Adelanto, Cal. AMA sanc., Dist. 37 pts., 0-250cc prac. 8:30 a.m., big bikes approx. noon. Entry fee $2.00, adm. $1.25. For info (213) 927-1977.

ENGLISH TRIALS by Southern section of SCTA in San Diego, Cal. Regis. starts 8:30-9:45 a.m., race at 10 a.m., all classes, incl. women & kids under 12. Location: limed from Miramar interchange on US 395, from Genesee Ave. interchange on Interstate 5. For more info call (714) 423-3031, or (213) 370-8491.

JUNE 11–14th

STARDUST 7-11. 711 mile desert contest open to cars, light trucks, dune buggies, motorcycles, four-wheel drive and experimental vehicles. Anticipated purse of $25,000. Entry fee of $250 per vehicle will include accommodation and the victory banquet at the Stardust Hotel, as well as insurance during the event. Information about membership in NORRA (sponsoring Assoc.) and participation in the Stardust 7-11 write: NORRA, 19730 Ventura Blvd., Suite 6, Woodland Hills, Calif. 91364. FIM MICUS riders wishing to participate can get permission easily by contacting Wes Cooley, (714) 528-4290.

FRIDAY, JUNE 14th

NIGHT SCRAMBLES at Lodi Cycle Bowl, Lodi, Cal. Every Fri. night for 10 weeks, AMA sanc., all AMA & Dist. 36 classes. Practice & signup 6-7 p.m., races at 8 p.m. Phone entries accepted between 5-6 p.m. only. Season trophies, Class C traction, special 60cc class. For info write Lodi Cycle Bowl, 5801 Morse Rd., Lodi, Cal. 95240.

SAT., JUNE 15 & 29th

TT SCRAMBLES at Josephine Co. Fairgrounds, Grants Pass, Ore., by Rogue Valley Riders M.C. Signup 2:30-7 p.m., practice 5:30-6:30 p.m., race at 7 p.m. AMA sanc., 100-200-250-Open, plus Beginners 100cc. Entry $2.00, for info call (503) 476-1820 or (503) 476-4018.

SAT. & SUN., JUNE 15 & 16th

ANNUAL HEMET TOUR BY TERRAPINS M.C. Sign-in and finish at Farmers Fairgrounds, Hemet, Cal., corner of Florida & Palm Aves. AMA sanc., RRA pt. run. Sign-in Fri. 8-11 p.m., Sat. 8 a.m. to 1 p.m. Mail entry $2.75, post $3.50, kids under 12 $2.00. Mail to Terrapins M.C., 3211 39th St., San Diego, Cal. 92105, phone (714) 281-2150 or (213) 835-0778.

SUN., JUNE 16 & 30th

TT SCRAMBLES at Sunny Valley Speedway, 14 mi. no. of Grants Pass, Ore. Signup 10 a.m. to 12:30 p.m., prac. 11:30 a.m. to 12:30 p.m., race at 1 p.m. Entry $2.00, 100-200-250-Open & Beginners class. For info phone (503) 476-4018.

SUNDAY, JUNE 16th

AMA SPORTSMAN ROAD RACE presented by Southwest M.C Racing Assn. at San Angelo, Texas. For more info write Races, 2507 T.C.U. Ave., San Angelo, Texas or call (915) 949-1030.

AFM ROAD RACE at Vaca Valley Raceway, just east of Vacaville, California (between Sacramento and San Francisco). All National classes will run, GP and Production. Free admission and reduced entry if entered by June 8. Sunday registration & tech. 8-10:30 a.m., prac. at 10 a.m., heats at noon. For info and entry forms, write AFM, 4810 Daisy, Oakland, Ca., 94619, or call (415) 535-1549, (213) 762-9875, (805) 967-8919, or (714) 442-3338. $300 bonus for Honda Production winner(s).

SPORTSMAN SCRAMBLES by Lucky Spokes M.C. at Brush Prairie, Wash. AMA sanc. & pts. Signup 11 a.m., race 1 p.m. Adm. $1.50, 5 classes (100-200-250-500-Open). No rain, no knobs.

PROFESSIONAL HALF-MILE DIRT TRACK RACE at Santa Clara Co. Fairgrounds, San Jose, Cal. AMA sanc., $1200 purse, presented by Bob Barkhimer Assoc., Inc. Final race at San Jose until 14-Mile Nat'l Sept. 1.

SPORTSMAN SCRAMBLES by Ridge Runnders M.C. at DeLaueaga Park in Santa Cruz, Cal. AMA sanc., practice 9-11 a.m., races at noon. Ride or watch $1.50, under 12 free. All classes, same track but wider and jump moved. Limed from Hwy. 1 & Morrissey Blvd. in Santa Cruz. For info write Ridge Runners M.C., P.O. Box 121, East Santa Cruz, Cal. 95060.

3rd ANNUAL MOTO-CROSS by Marin Co. M.C. Assoc. at China Camp, Cal. AMA sanc., signup 9-11 a.m., race at noon. All classes. $1.50 ride or watch, under 12 free. Last event at China Camp. Take U.S. 101 no. from San Rafael, Cal. to San Pedro Rd., turn right to track. Will be limed. For info call Jim Howland (425) 897-5901.

SAT. & SUN., JUNE 22 & 23rd

TWO-DAY 200-MILE ENDURO. Mike Stewart Memorial Run, proceeds to go to American Cancer Society. Trophies given each day, plus overall winners. Classes 0-100, 250, and Open. Lots of camping room with a dance Saturday night. $4.00 for both days Lee's Camp, Ore. Signup 7 a.m. 9 a.m. start. In the beautiful Tillamook Burn Mountains, 60 mi. S.E. of Portland, Ore.

SUNDAY, JUNE 23rd

TT SCRAMBLES by Coachella Valley M.C. at Perris, Cal. AMA sanc. Dist. 37 pt. run. Practice 8 a.m., ltwts. 9 a.m., hvywts. 2 p.m. Entry $2.00, adm. $1.25.

SAT. & SUN., JUNE 29th & 30th

2nd ANNUAL HUALAPAI MT. ROAD TOUR by Copper State M.C. at Kingman, Ariz. For info call 943-1529 in Phoenix, Ariz., or write Hualapai Mt. Road Tour Comm., 2223 W. Sunnyside Dr., Phoenix, Ariz. 85029.

SUNDAY, JUNE 30th

MOTO-CROSS at Carlsbad, Calif. Organized by Calif. Moto-Cross Club; Jr. & Ex. 0-125–250–500–Open and sidecars welcome. Mail Entry: $5.00, Post Entry: $10.00. Mail entries to: P.O. Box 124, Reseda, Cal. 91335. Close June 21, '68. Camping permitted at Carlsbad Raceway night before Moto-Cross. Must be in gates before 11:00 p.m. Sat. night. Gates open 8 a.m. AFM Nat'l points.

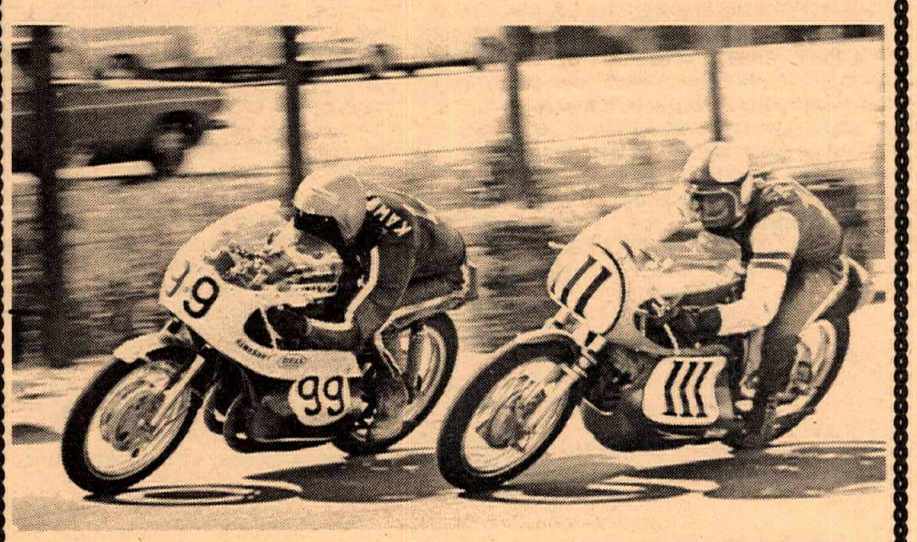
AFM NAT'L ROAD RACE, Orange Co. Int'l Raceway, 10 mi. so. of Disneyland on Santa Ana Fwy., Sand Canyon offramp. All Nat'l. classes will run, GP professional, sportsman, production. Regis. opens 8 a.m., prac. 10 a.m., first race 12:30 p.m. For info call (415) 535-1549, (213) 762-9875, (805) 967-8919 or (714) 442-3338.

JOIN U.M.E.

ORANGE COUNTY INTERNATIONAL RACEWAY

PRESENTS

AFM NATIONAL ROAD RACES



IT'S AL COLLINS DAY

SEE THE TOP ROAD RACERS IN ACTION

FIRST RACE 12:30 p.m.

ADMISSION $2.00

JUNE 2

COMBINE TALL TIMBERS, OPEN SKY, MOTORCYCLE AND WHAT DO YOU HAVE...

THE GREATEST EVENT

"OF THE YEAR"

ACE OF CLUBS 13th ANNUAL

TOUR

SATURDAY AND SUNDAY

JUNE

8th & 9th

1968

A.M.A. Sanctioned
R.R.C. Point Run

HIGH SIERRA

Do you like the open road? Then pack-up your camping equipment and ride our 2 day HIGH SIERRA TOUR. You and your riding partner will have the time of your life when you travel with us to California's most colorful area. So...come on riders and go with us into the HIGH SIERRA wilderness area and enjoy some of the finest scenery anywhere in the world.

SPECIAL

A FREE BAR-B-Q DINNER IS INCLUDED WITH EACH ENTRY (For those without a meal ticket, there will be a slight charge of $2.00)

SCHEDULE OF EVENTS

THIS YEAR there will be no official start. Finish at Municipal Park, Lone Pine, Calif. Finish will open at 10 p.m., Friday, June 7, 1968.

ENTRY FEE—Will be $3.00 a person by mail, post entry $3.75. Mail entries close June 5. Children under 12 $2.00 and $2.50.

DISTANCE—Will be approximately 210 miles from Los Angeles over good paved highway to camp. Shell Station in Inyokern will be open all night Friday, June 7, 1968.

DEADLINE—Will be 1:00 p.m. Saturday.

FIELD EVENTS and judging of best dressed machines will be held immedimately following the performance by Victor McLaglen Motor Corps.

PARADE TROPHIES—For best appearing club in parade, best dressed man solo, best dressed woman solo, best dressed couple, best dressed family group and most unique machine will be awarded at the airport.

FREE BARBECUE—for all entries at approximately 5:30 p.m. Extra meal ticket are available for $2.00.

HIGH SIERRA TROPHY PRESENTATION —Awarding of trophies for the High Sierra Contest and campsite trophies will be awarded at approximately 7:00 p.m. at dance.

FREE SATURDAY NITE DANCE—Will be held in downtown Lone Pine. Everyone is invited to the Town Hall.

PLEASE NOTE—For those who have to work until noon Saturday. We will have a later deadline of 6:30 p.m. Saturday. Please mark your mail entries "late entry".

TROPHIES GALORE!

Free ACE OF CLUBS Tour Awards to All Participants

Mail Your Entries Now to:
ACE OF CLUBS OF LOS ANGELES
2723 Tyler St., El Monte
For Information Call: 444-5675
442-4791

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Voices

AMEN AND BRAVO – ELLIOTT SCHULTZ JR.

I just read your article in Cycle News and I want to tell you I wish I could have written it myself.

I am a motorcycle dealer here in a small town just north of Sacramento, that's where the great motorcycle law dictators have their big get together and think of all kinds of groovy things for us motorcyclists to do or not to do and to wear or not to wear.)

I became really interested in motorcycles around 1960 when I acquired my first one, a 124cc Japanese 4-stroker. It was successful around here in '63, '64 and '65, then it was outclassed and so was I. I bummed a few rides on other scooters for quite some time and was lucky enough to get introduced to one of the nicest guys in the trade – John Martin from Fairfield, through whom I was introduced first hand to the Wonderful World of Professional Racing.

I love it! I just wish I were 10 years younger and knew what I know now. Although I had never competed in any large scale with the pro's before, I had been introduced to several and had enjoyed talking to them. Most are just ordinary guys, doing what they want and getting paid (poorly) for it, some like myself shouldn't be risking injury for what we get.

I have a lovely wife and four of the greatest kids in the world who think I'm the only guy that knows how to ride a motorcycle. So – what do wives and kids know?

Well, my first half-mile at Tulare last year I started learning to ride all over again on a never before seen, by me, fast 250 two-stroker. Why, I tell you, I looked at the Amateurs and Experts practicing and thought to myself, well you wanted to be a pro, make big money, let's see what you can do wise guy.

Practice was short, and so was I – in the heat race, transferring from the heat to the truck in one fell swoop.

Well I got my Amateur plate this year by some stroke of luck, and I'm not about to stop now. No sir, I'm going to stay in there now for some of the really big money. HA! HA!

Some of the guys that finish jalopy races around here make more money than first place pays to an Amateur at a National. Granted, Novice money is like getting paid to practice but after he earns his Amateur, then Expert plate he has to keep racing every week to stay in shape or go back to trail riding. But in this area, when he makes Expert he has had it. Sure, Dan Haaby can tell you what fun it is to drive from Sacramento to Los Angeles. To ride Ascot then make $10.00 or nothing, that's part of the profession.

But – How about if he wants to ride around here? NO! says the "Great dictators somewhere in Ohio." Well said, Elliott! This would be harmful to the pro side of the sport. If he rides that well make him spend $100.00 and come to L.A. where he can ride once a week in the summer, providing he doesn't break his neck when he gets off in the corner around 90 mph.

How about that 25-miler here in Sacramento where the winner rides like the end is near and receives his just reward. The ENTIRE purse, incidentally, one of the biggest in the country, is about one-third that of just the winners share, not including fringe benefits, of the big car race which follows about a month later and I thought not nearly as exciting!

When you think about it we really don't have much in the way of fire power from the Ohio brigade do we? Or else they would see to it, for their own benefit as well as ours, that we were paid enough to attract more and better riders, because they could afford to travel on the winnings.

I think motorcycling requires more in the way of common sense, quick reflexes, and prolonged skill than any of the motorized sports going, yet, it is also to my knowledge the poorest paid.

How about it pro's and pro's sponsors and promoters and even you unrealistic Dictators in Ohio. Let's make pro racing something to be more proud of. The riders ride hard on money-sponsored rigs, how about seeing some more $5,000 and $10,000 purses and some $50,000 Nationals.

I've got too many responsibilities to keep racing professionally much longer but the kids coming up in the future would sure be grateful for it if it were there when they got their hopes up to be part of the Wonderful World of Professional Racing.

GEORGE T. CARTER, JR.
Amateur #242
North Highlands, Calif.

ATTN: MAUREEN LEE & POWDER PUFF GIRLS

I was very happy to flag for your race at Perris on May 12, and on that date I received the RED GARTER.

I was very impressed with the showing of the Powder Puffs and I am sure of one thing, that you did make some mistakes, as I learned from your column, since I could not see the start of any race. But this was your first race and I have seen many other clubs have more races but also more mistakes. So take heart and throw more than one a year. As you saw, most everyone will try to help you.

Thanks for the garter, and for the one girl who thought enough to come and ask the flagmen if they needed something. With that kind of consideration you can get all the flagmen you need.

CHUCK HANSON
Fullerton, Calif.

AN OREGON REBEL

All I have to say is this: don't sell your motorcycles, fight for your rights.

This is one man's appeal and fight in Oregon against two state laws, 1. Safety helmets, 2. Headlights on at all times. Motorcyclists in Oregon won't fight these laws.

I have received tickets on these laws. So far it got me nowhere because the policeman didn't come to court against me so it was dismissed.

I have no money to, but I will fight these laws because they are against my rights. The men who wear helmets are against me in my fight but who cares.

I will not wear a safety helmet because the one I have almost killed me when the wind got hold of it. It took me off my cycle by checking me and I will not turn my headlight until dark.

JAMES WEDERSKI, JR.
McMinnville, Ore.

IT'S "THAT" WORD AGAIN

I believe the word (cherry) is not offensive.

I also think that if it is offensive to anyone, their mind must be in the gutter.

J. DOMAY
Eagle Rock, Cal.

P.S. My wife also believes this.

IS HE KIDDING?

Congrats to Bob Schwartz! We enjoyed his letter in Cycle News – re "fruity" motorcycles!

It is refreshing to find there are still cycle riders who have a sharp wit and keen sense of humor.

Keep up the good work, Bob.

T. IRETON
J. SCHULZ
Portland, Ore.

P.S. He is kidding isn't he?

WHAT NEXT?

While reading "Voices" in the June 6th Number 19 issue, someone wrote about why it costs more to get in to Ascot on Friday nights. I was not really happy about having to pay another buck but they do have a good show, so maybe I can hack it.

But what blows my mind is that last Friday night I rode my bike for the first time since last season and they raised the parking, too. The first time I rode my bike last season I though that 50¢ was high for a bike but 75¢ is too much!

When does the beer go to 75¢ too, or how about pay toilets?

BRUCE CALDWELL
RICK HASLETT
Torrance, Calif.

THANKS FOR THE HELP

I'd like to thank the members of Rescue #3 for their quick and efficient manner in assisting me when I sustained a fractured collarbone at the Simi Valley Hare Scrambles My 19.

It's a feeling of security to know they are ready and able to help a fellow rider when necessary.

ROBERT DUNCAN
Invaders M.C.
Fullerton, Cal.

SUPPORTER FOR SCHWARTZ

Regarding the "cherry" article which appeared in your Voices column I agree with Mr. Schwartz in his opinion. This distasteful term originated and is still being used by uncouth people in their attitude of evaluating women and is a carryover into the hot rod and cycle and used car world.

The three people who wrote in and voiced their stupid opinions in the June 13 issue know that Mr. Schwartz is right but they don't have the guts to admit that he is right, all due to their low cultural background.

GEORGE MINTER
Culver City, Cal.

WILL THE GUARANTEE STAY UP?

In reference to the answer that Mr. Don Basile (Program Director) gave, this letter is in rebuttal to his statement in your paper dated June 6, 1968 about why it costs more at Ascot.

I will agree with Mr. Basile 100% that you can't see a better show and the very best of riders, but about the track conditions, I've seen holes big enough to drive a Mack truck into at times. Better prepared track, bull.

As for the purses, since when is a $2100 purse considered of the highest caliber? In my opinion with an average Friday night attendance of 5000 (probably a lot less now), 40% is a lot better than $2100, but you had to raise the admission to meet that big guarantee.

What's going to happen when you only have 500 or 600 in attendance on a Friday night? Are you going to give the riders that big guarantee? That's probably when you will want to give the 40%.

I wouldn't mind that increase in admission if it went to the racers and not in the Ascot management's pockets. This is what professional motorcycle racing needs now, a greedy track management and promoter.

TOM W. WILLSON
Another Ex-Friday Night Fan
Huntington Beach, Cal.

("Ascot track management, in an effort to alleviate the Friday night cash layout, has announced that from now on, all motorcycles will be parked free in a special protected display area. Each week the best-looking street bike is to be selected by Cycle News columnist Bill Pettigrew and a trophy will be awarded at Trophy Dash time, courtesy of Ascot Park. No one can win more than once a season, so shine up your bikes and ride to the races!")

Legislative Notebook

By Barbara Adams Dahms

SAFETY IS KNOWING HOW

One of the favorite banners of recent years if "safety" and a great battering ram it has become...perhaps a little too much so. But "safety" is not just an empty word. While we have argued loud and long for our inherent right to take risks, the taking of a calculated risk by a skilled person is quite different from the novice who stumbles into disaster simply because he doesn't know it is there or how to avoid it. Riding a motorcycle is a skill and when done by people who have NOT acquired that skill it can be dangerous. This doesn't condemn motorcycles, instead it indicates the need for knowledge and practice before venturing onto the battlefield called our public roads.

Obviously a lot of friends are competent teachers. Quite a few people are riding today and almost all of them learned from friends. But the percentage isn't quite good enough. There is a statistic often repeated about the seventy or so percent of the fatal accidents that occurred within the first year of riding, frequently on the first attempt. Motorcycle riders, like automobile drivers, pilots and scuba divers, need the opportunity to acquire their skill in a protected situation using the best instructional techniques which can be developed.

We should have motorcycle rider training in the public schools. The motorcyclist uses the public roadway. He has the same right to be properly taught as the automobile driver has.

Everyone benefits from a training program. The public benefits because the competence of all users of the public roads lessens the traffic hassle. The industry benefits because the trained rider has a new enthusiasm and respect for motorcycling. The other riders benefit because the improved safety picture lessens the barrage of "after the fact of accident" safety legislation. The trainee benefits because he has a better chance of staying around to enjoy riding.

The appeal of the motorcycle is widespread. It will not be lessened (as some people apparently believe) by the lack of training facilities. The experience of the Los Angeles Motorcycle Safety Rider Training Program is that many of the students are adults, often in the parent and grandparent class. Many have ridden before to some extent and want to improve their ability.

The motorcycle has an important place in the future traffic picture. The availability of adequate training is the key to this place. Yet training programs have been few and far between, and usually lacking in the kind of determined support required to make them a part of the permanent picture. The most solidly based effort is the current program of the L.A. Adult School. But this program must have our support if it is not to become just another "experiment." Motorcycle rider training can become a part of our educational picture, or it can be another twenty-five years and thousands of accidents (as it was with automobiles) before the right of the motorcycle rider is recognized.

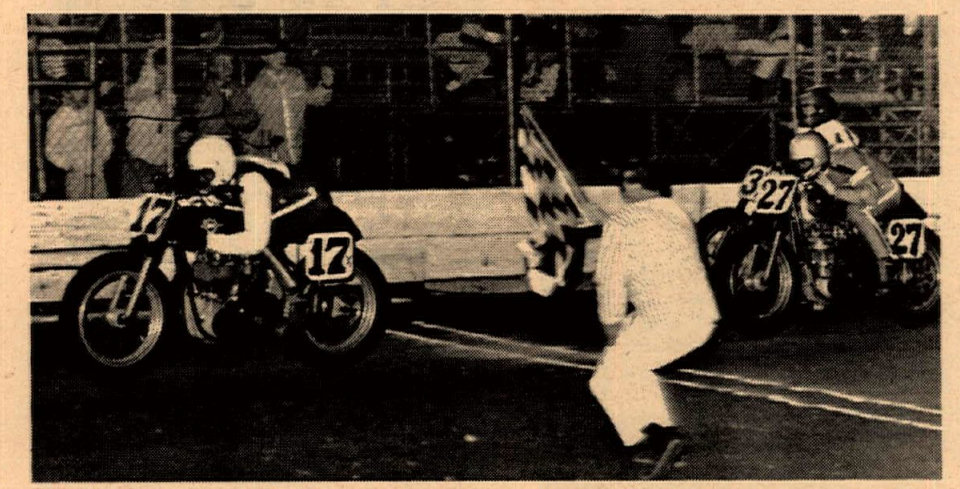
What are we going to do? It's our bag ...the motorcycle. We can't expect the public (the part that doesn't like motorcycles anyway) to see that they are going to benefit from training cyclists, if we don't see it and do something about it. We can put real meaning into the idea of "safety" by making it possible for new riders to learn how to be safe.

CYCLE NEWS says

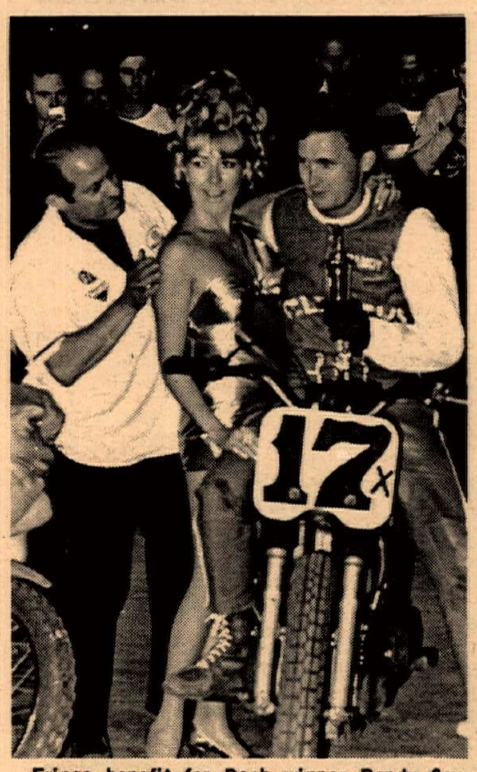
LET'S GO TO THE RACES

ASCOT

Expert Main Event action finds #44x DeWayne Keeter in the lead and there he stayed throughout the 15 lapper, breaking the track record to boot. Others visible are runnerup #17x Randy Say, #18x Phil Todd, #27 Chuck Jones, #28x Larry Earhart and #20y Lloyd Houchins.



Third in the last turn and leading to the checker for his first Trophy Dash win, #17x Randy Say (BSA) turned back #27 Chuck Jones (BSA), #37 Mel Lacher (H-D) and DeWayne Keeter (BSA) in thrilling 3-lapper.



Fringe benefit for Dash winner Randy Say was presentation of Montesa trophy by Viva Girl Joy Wilkinson, bounteous movie and TV actress. Program Director Don Basile (left) looks on approvingly.

KEETER COPS ASCOT CASH, TRACK RECORD

Story by Carol Sims

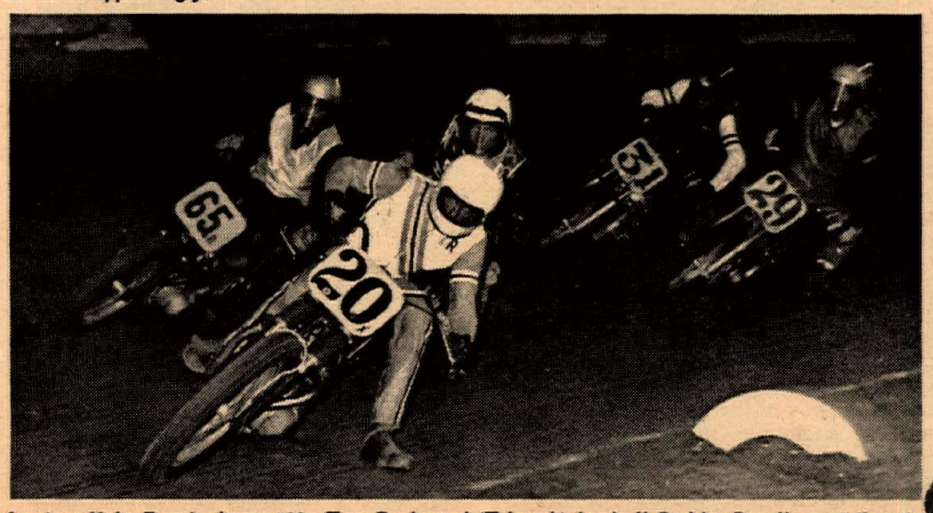
Photos by Dennis Greene

Last Friday night during practice at the Ascot Park half-mile, the Dick Kelm BSA ridden by De Wayne Keeter scattered its lower end. Fortunately, Kelm lives close to the track so he scurried home, buttoned in a new engine that had been prepared for his other rider Shorty Seabourne (sidelined for a few weeks with a broken ankle received last week), then hustled back to the Gardena oval.

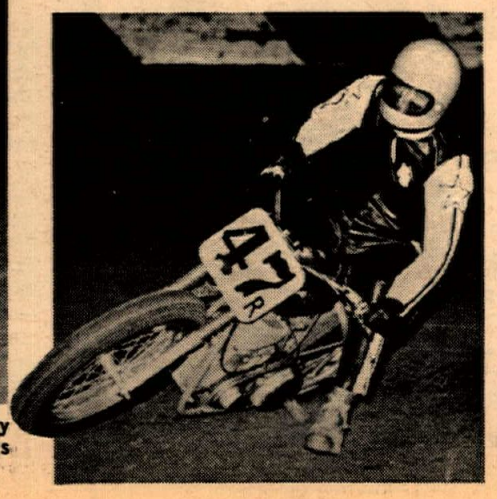
Kelm's persistance and haste paid off, as did the same qualities in his rider, for Keeter, most improved Expert of the year, not only took his heat race but won the Main Event wire-to-wire. In stylishly and strongly turning back the troops, Keeter broke the 15-lap Ascot track record by over a second and a half! And to top off his best night ever in professional motorcycle competition, Keeter had the satisfaction of taking over the season point lead from Dan Haaby, whose 1966 track record he had smashed so resoundingly. (Haaby is now competing on the National circuit in the east.)

Another sensational performance was turned in by BSA-mounted Randy Say. Second to Chuck Jones in their heat race, Say stormed to a last-turn, last-lap victory (his first ever) in the Expert Trophy Dash, one of the closest and most exciting 3-lappers seen in many a moon. Second went to Jones, third was Mel Lacher (H-D), fourth was Keeter.

Keith Mashburn (101r) won his 5th Ascot Novice Main Event ahead of fellow Yamaha rider Don Dudek (128r) and Harley-mounted Dave Stroman.



Amateur Main Event winner #20x Tom Rockwood (Triumph) leads H-D rider Don Harms (directly behind), #65r Norm Elledge (Triumph), #31q Jack Wilkinson (Honda) and #29r Marshall Jennings (BSA).



Left: Here's rapid Amateur Harry Buchner, #47r, wailing along on the Russ Bacarella-tuned BSA.

Then in the Main Event, rapid Randy worked his way past Jones on lap 12 for second spot, which he held to the checker. Third at the finish was Lacher ahead of Jones, Lloyd Houchins (BSA) Phil Todd (BSA). Keeter's new track record stands at 5 minues, 47.93 seconds, as opposed to Haaby's old mark of 5:59.52.

Rockwood Routs Amateurs

Back in the swing of things after spilling two weeks in a row, Triumph-mounted Tom Rockwood won his heat race and the Amateur Main Event decisively. Leading the yellow-plate point standings not only at Ascot but over the entire U.S., young Tom was never headed in the final, but accidents caused three restarts in his heat race and narrowed the field from nine to five before the race was finally completed.

Runnerup in the 10-lap feature was another heat race winner, H-D mounted Don Harms, who is also second in points. Third place went to Norm Elledge (Triumph). Honda rider Jack Wilkinson and Triumph-mounted Dave Smith unloaded without injury on lap 8, putting them out of contention.

Tragic Novice Night

The brilliance of Novice point leader Keith Mashburn's latest Main Event win, his fifth of the season aboard a sizzling Yamaha, was dimmed when tragedy swept across the Ascot oval.

On the second lap of the 8-lap feature, Bultaco rider Don McAlear hit the first turn fence, sustaining serious head injuries. Hospitalized immediately, Don never regained consciousness and died soon afterward.

The likable and enthusiastic 33-year-old second-year Novice, long a desert and scrambles competitor (and member of the Hilltoppers M.C.), leaves a wife, Arlene, and three children. His death is a shocking blow to all his many friends, and the loss his wife feels is shared by the entire motorcycle racing fraternity... Don McAlear was a really nice guy, whose sincerity and friendliness won't soon be forgotten.

But the race went on. Again a start, again a crash on lap two, this time in the north turn. Again the ambulance rushed to the scene where several riders had spilled, and once more a severely-injured rider was hurried to the hospital – Yamaha-mounted Larry Mane. His condition remains critical at presstime.

On the third and final restart, Mashburn took the lead immediately and held it throughout the event, finishing ahead of Don Dudek (Yamaha), Dave Stroman (H-D) and Dave Aldana (BSA).

(Results on page 16)

HORRIBLE BLUNDER DEPT.

Last week's Ascot Park Amateur Main Event results (and lap chart) were grossly in error.

Harry Buchner, #47r from Denver, Colo. who came to Ascot in late '67, wasn't given credit for a job well done, and neither was the owner of the bike he borrowed to do the deed on, the BSA of Russ Bacarella, well-known tuner and former racer. (Both men work at Long Beach Honda.)

Buchner, who usually rides his own self-tuned BSA, was offered the Bacarella bike because the regular rider, involved in an automobile accident with his wife, was unable to compete Friday.

So Harry took over the controls of the unfamiliar mount, set fastest heat race time of the night and led the 10-lap Amateur final til the 9th lap when he went wide and wound up a blanket third.

But in the heat of the Main Event action, we mistook Buchner for another 47, #47y Mark Brelsford, also a BSA rider, who although usually a feature event starter, went to the pits in his heat race. The Bacarella-tuned BSA will sport a BIG "R" on the number plates in the future, and your reporter will sport magnifying glasses or binoculars to compensate for a sincerely-regretted error, especially in the face of such commendable effort by both tuner and rider. — Carol Sims

VIEWFINDERS GRAND PRIX

Story by Maureen Lee

Photos by Maureen Lee, Bill Pettigrew and John Shedd

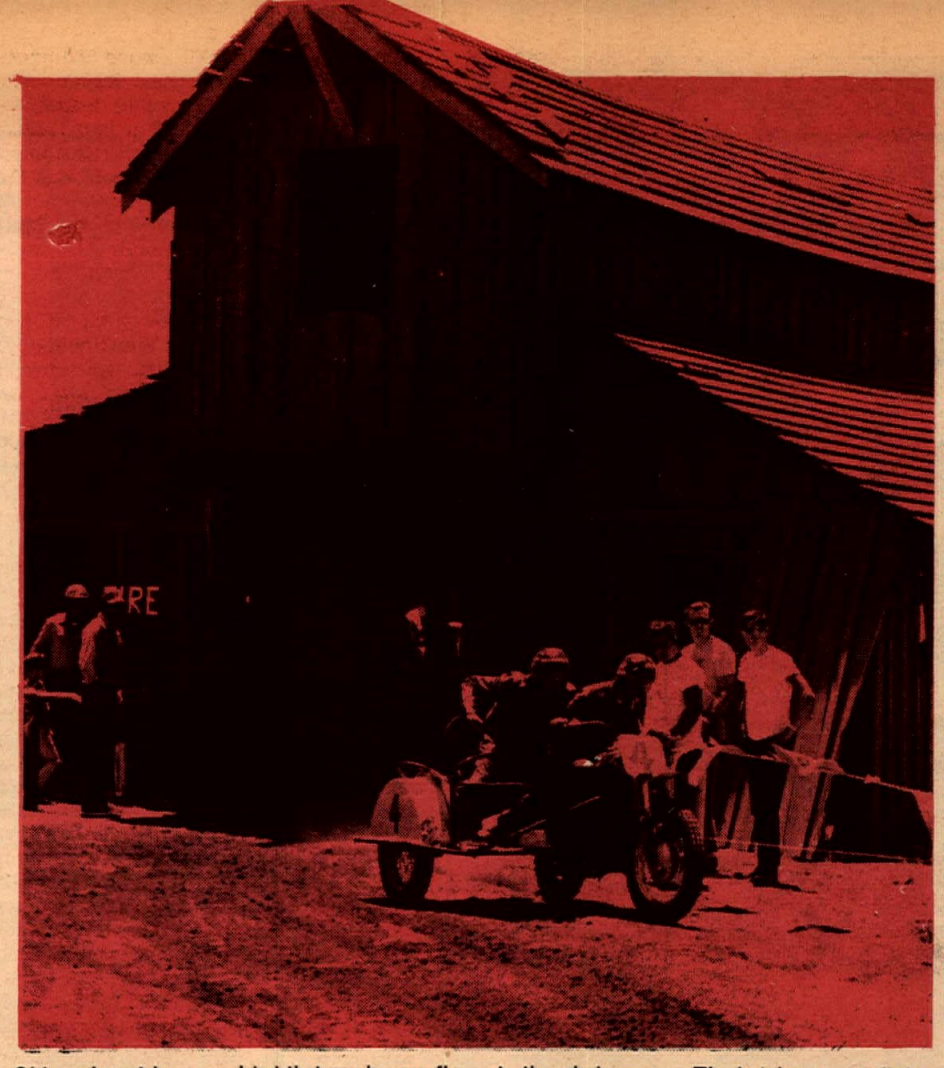
The Viewfinders Grand Prix was, in our estimation, the most beautifully run event we've ever seen. That was our opinion and the same opinion was held by lots of others who were there who went out of their way to tell Viewfinder members or one of Cycle News people the same thing. And the truth is that this was only the second race the club had ever thrown, but their organization was terrific.

The course? Whee! Three-miles around, the Westlake Village, Calif. track had something for everyone on May 25 and 26. The starts were Le Mans-style and after getting going, the riders had a long slightly uphill straight before the first turn which neatly eliminated any pile-ups with too many riders hitting the same time. After that it was up and over the gorgeous countryside with terrain of sandwashes, gullies, a 200-foot down-hill and a mud wash that was spectacular to say the least! If you were good you could miss most of the goop by traversing it from side to side but the whole thing culminated in a mud and water hole that you had to hit with a really steep up-hill immediately following. Blast up there and you had to ride through a barn. That's what we said, a barn. The course then went through part of a movie set so it was out of the barn and down the "main street" to where the checkers were seated comfortably on the porch of the hotel. The finisher flagman was in complete command there with the radio headquarters right behind him and on down a straight to a bridge with no rails on either side and a nice drop off into a lake on the far side. (Ask Preston Petty about that!) Then down into the sandwash and up and away again around the whole circuit.

Eighty-nine 100cc Novices started the program on Saturday and when they hit the mud creek it looked like Slaughter Canyon! They were all over the place! The ones who finished really deserved high praise. It was an Hodaka with Don Afflack aboard wearing Rams M.C. colors who won, and with a broken arm yet! Don, on a Roehr Brothers Van Tech Hodaka went down between the first and second laps and although it hurt like heck, Afflack didn't know it was broken until later... We snagged one rider, #63 Doug Wagner on a Lobito and tossed him a few questions. CN: "What's it like?" Doug: "If you finish it, you deserve it." CN: "How about that 200 foot downhill?" Doug: "Not bad, but you sure can't hit your front wheel brake!" CN: "any complaints?" Doug: "No, this is great. It's dusty in places and I was afraid there might be a guy down and I couldn't see him, but this is great." CN: "How about that wash and the mud hole?" Doug: "It was tough but I made it up that hill twice clean (i.e. without help)." CN: "And the other times?" Doug: "Aaahhmmmmmm!"

And that's how it went all weekend, and we didn't hear one serious complaint. Our impressions?

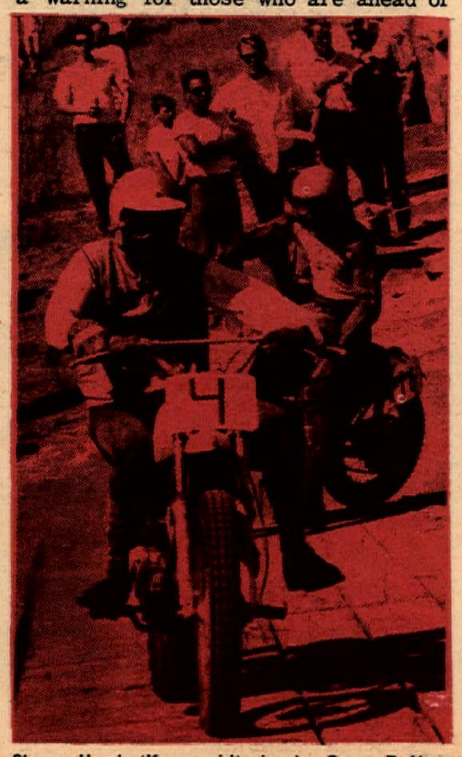
That 100 Novice start, all 89 riders with eyes glued to the banner held on top of a movie set "house" and then the dash across the grass and onto their machines...it might have helped some of the Novices especially if trials tires at least had been suggested on the posters...Gary Bailey and Jack Morgan the Hodaka aces after Bailey's Amateur-Expert win shaking hands as they pulled off the course, their quotes later in the story...the Powder Puff class composed mainly of the experienced Desert Daisys but with three members of the Powder Puff Association on scrambles machines giving it everything they had...Daisy Jan Ditson with a great lead built up on the first lap but then bogging in the mud hole allowing Sandy Termin to gain ground and once Sandy got by she really showed her tremendous riding ability...Rose Martino getting up that awful hill perhaps better than any of the others...Eulene Long first scrambles girl through and up the hill in good shape, only to crash in the long downhill and hurt her arm so she couldn't continue...Mary Harnish going for nearly two laps without one fall...then her bike quit...Diane Connolly the only scrambles gal to finish but hanging on to the end... the cutest of them all Tina Petersen sitting with arms folded at the bottom of the hill trying to look relaxed while her dad and brother Lonnie worked to get her 'Taco going again after she drowned out ...the young 250 Novice Husky rider who slid into the barn sideways and nearly became the resident of stall Number 1... the tremendous lead Steve Scott (Bultaco) built up in the 250 Expert only to break a chain way out in boonies leaving Preston Petty (Suzuki) and Steve Hurd (Kawasaki) to ride it out for first and second... the old-fashioned cemetary across the Viewfinders made and erected for J.N. Roberts lettered "J.N. Died here, May 24, 1968" after J.N. did, not literally of course...he went like a bat out of $%& Sunday...who was the Checker on the Triumph who really led the 21" class home?...looked like Terry Jetton to us... and to all the commentators on the hill, Triumph does make a 21" you know... first 21" Novice Mike Harrison (Ducati) coming up that hill with a style that bodes a warning for those who are ahead of



Old movie set barn provided that much more flavor to the whole course. The hotshoes were flying through completely crossed up, banging walls and such.

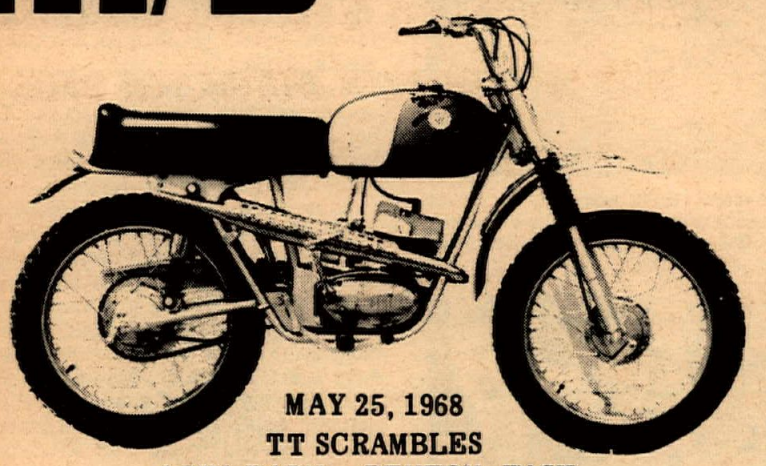
Number One scrambles ace, John Rice, finds mudhole a worthy opponent. John went out with clutch problems.

Triumph-mounted Gene Smith here shows the way out of mudhole and on to first Open Expert. Dad, Buck Smith, got a third in same class.



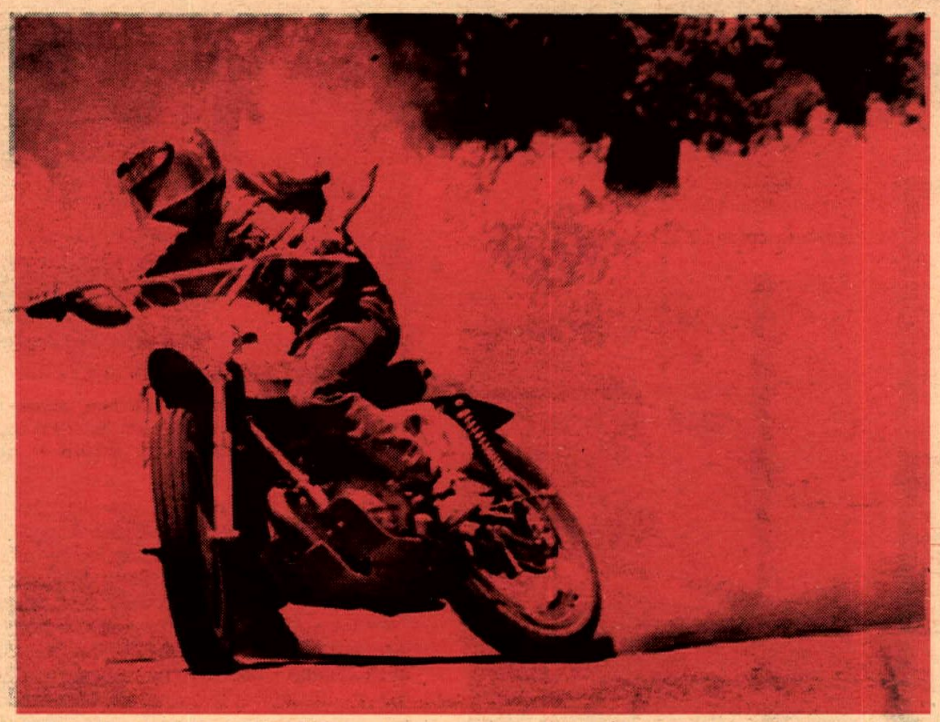
Steve Hurd (Kawasaki) leads Gary Bailey (Greeves) across bridge located over dam in mid-course.

M/B BARN STORMER



MAY 25, 1968
TT SCRAMBLES
AQUA BARN – RENTON, WASH.
TROPHY DASH – ED ELLIOTT – M/B
A MAIN –
1st MARK NICOLAI – M/B 2nd ED ELLIOTT – M/B
B MAIN
1st CHUCK BRANSTTER – M/B
Distributed by
M/B Sportscycles 311 E. Alexander, Tacoma, Wash., 98421

Sidehacks had a hard way to go through mudhole, then tackled uphill section with help from club members.



Steve Scott (Bultaco) here displaying 75 mph sweeper style that helped him get 57-second lead over rest of field in 500 Expert class. Scott fell later.

100's M.C. rider negotiates jump. The Grand Prix course was 3 miles in length and included a run through old western movie-set town.

bridge as it was HOT...more Shamrocks out in front in the Open Expert class with Gene Smith (Triumph) leading and dad Buck Smith behind him with Al Baker third but third place eventually going to Buck and second to fellow Shamrock Dick Dean...we think that this day the Shamrocks beat the Checkers but you can't down the Checkers...in their eye-catching colors they look in command and they all RIDE...the back-breaking task of hauling the sidehacks up that hill lap after lap by the teams of Viewfinders plus retrieving solo machines and pushing and hauling them into position time and again...young Scotty Lapraik winning the Open Novice class without a serious challenge, this youngster almost fresh out of the trail bike class.

Quotable Quotes

Jack Morgan who had bits ripped out of his sweatshirt collar proving he REALLY endoed..."There's no disgrace to being beaten by Bailey. This type course is really great, there were parts of it just for my type riding and parts just for his. I wish it could have gone five laps further...just maybe...". Our comment, we'd like to have seen that because Jack was catching up fast. Buck Smith after chasing his son around in the Open class..."Make sure you tell everyone this is the best run race I've seen in a long time and one thing that's really important. It's brought all the scrambles people and the desert people together and we should get to know each other." Jim Hunter, entered in the 500 Expert class on his Goldie..."No, I didn't chicken out but my bike did at Perris last night and I'm kinda glad it did...next time I'll enter the Victor but isn't this just great?"

Yes, it was great and we hope that it will become a classic. The location is the very best, right off the freeway although you have to go back in for quite a while on company property roads, it's easy to get to. The overall scenery is really lovely, big trees, hills covered in wild flowers, the whole bit plus movie sets that are still used. We saw the cream of the desert brigade in action and the cream of the moto-cross riders and some of the cream of the scrambles riders. We wish more of the scramblers had showed; John Rice was in the top six for a while leading J.N. Roberts and Gary Conrad and looking great until he broke his clutch. But we feel a lot more didn't enter because this race was an unknown quantity, unknown territory and an unknown club. It could have bombed! It didn't. If you don't ride next time you'll have missed something. The Stuntmen's Association helped by providing patrols on horse and foot, selling beer and programs and were backed up by Ventura County policemen had it become necessary. It didn't.

Hip, hip hooray for the Viewfinders! They really pulled this one off!

(Results on page 16)

him now...they won't be for long...Checker Lynn Fortner (Husky) with his tremendous lead built up in the 500 Amateur class...Wow...but Hilltopper Bob Dailey had just as good a lead built up over third place man Wayne Peterson...Sammy Berg in that same race looking absolutely effortless as he rode the banks of the mud wash...the only way through it that was correct, but it took great skill to do it...Steve Scott's huge lead again in the 500 Expert class with J.N. Roberts hard after him along with Fry, Hurd, Staats, Conrad, Baker, et al...in that one race the win could have gone to either Husky, Bultaco or Montesa with each brand having a real chance at the over all win... Eddie Mulder (Montesa) went from 40th on the line to 7th going up the hill to a 4th place when his throttle stuck and down Edward went...Ron Nelson was in fifth when he and his Montesa parted company and John DeSoto was in second when Lady Luck decided to turn her face away from the Montesa team...we won't tell on Kim Kimball, the distributor, who got involved in the mud wash!...the sound of the big bikes taking off the line and the thought that we hope we never see the day when all we can listen too are two-strokes however good they are...the Open Amateur class with Shamrock John Thomas way out in the lead and Dick Allen a scrambles man in second and way out ahead of the third rider even though his enthusiastic pit crew darn near knocked him off his Triumph with the customary shower bath of water just before the

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MARKEL AGAIN AT READING

Story and Photos by Frank Mayer

Amidst the old-eastern Pennsylvania-Dutch city of Reading, Pennsylvania, behind a large super market, hides a Fairground containing a large oval half-mile dirt track which is the scene of weekend stock car racing. But on May 26, 1968 it was the scene of Bart Markel's 22nd National victory.

The tension was high among the estimated 10,000 spectators as Amateurs fought for points toward their Expert status. And when the Experts fired up their machines, the anxious crowd broke into cheer and whistles as Markel, Nixon, Nix, Mann, Lawwill, Palmgren, Haaby and the other favorite National Numbers prepared to do battle for the glory, points, and money that the 12-Mile AMA National Championship race could win for them.

Fast Time to Markel

Markel (H-D) was in the pole position after qualifying for the event with a time of 26.79 and went off the line and into the first turn in the same place. From then on it was a repeat of Bart's victory in Richmond, Va. on May 19, as he stormed ahead of the pack and stayed there for all 24 laps.

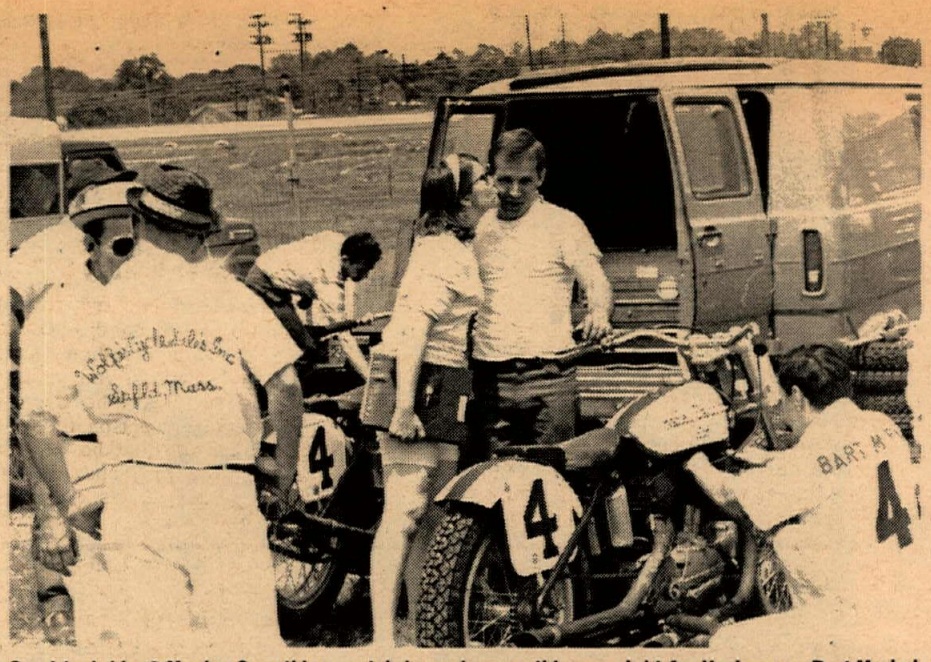
But, about 100 yards behind, the battle raged as Gary Nixon (Triumph) pulled into second place with Dan Haaby (H-D) coming from the penalty line to take third. Haaby made several valiant attempts to pass the National #1, but before his dreams could materialize #95, Freddie Nix (H-D) stole third place, coming from 6th.

Stretching It Out

As Markel stretched out his lead in 1st place Nixon and Nix battled for 2nd as Haaby slowly slipped back to 7th place. Nix managed to grab 2nd and Nixon held third. BSA-mounted Dick Mann (2) worked furiously to attain 4th place; Mert Lawwill (18) rode an excellent race and finished fifth, followed by #38 Chuck Palmgren, #22 Dan Haaby, #5 Larry Palmgren, #45 Darrel Dovel, #25 Cal Rayborn, #55 Roger Reiman, and #43 Jim Compton.

And so, excitement reigned from beginning to end in the Reading 12-Mile National. But as the season progresses, you can bet the riding will get hairier and competition even more thrilling as the "big boys" race for the No. #1 plate.

(Results on page 16)



Good luck kiss? Maybe. Something certainly made everything go right for Harley ace Bart Markel, as he won the 22nd National of his career at Reading, Pennsylvania.

Start of the 12-Mile National, with Markel on the pole, #1 Gary Nixon (Triumph) next, #95 Freddie Nix (H-D), #5 Larry Palmgren (Triumph) and the rest of the field gunning away from the line. That's #45 Darrel Dovel (H-D) getting the jump from the outside.

Above: First turn of Expert heat and Markel leads #55 Roger Reiman, #18 Mert Lawwill and #45 Darrel Dovel. All are on Harleys.

Left: Two Triumphs, #38 Larry Palmgren and #1 Gary Nixon, power out of the turn. Nixon wound up 3rd in the final, Palmgren was 6th.

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Snorts Up Another Grand Prix!

Viewfinders Grand Prix
May 26, 1968
500 Novice Class
1st Pl. DOUG EVANS – Bultaco El Bandido
500 Expert Class
1st Pl. STEVE STAATS – Bultaco El Bandido
Sidehack Class
1st Pl. OVERALL (Pilot) MARV LeBLANC – (Pass.) FRED SOTERROS – 350 El Bandido

★★★★★★★★★★★★★

Cherry Creek National Championship Hare & Hound
May 19, 1968
250cc Class
1st Pl. BILL UHL – Bultaco (second overall)
2nd Pl. EARL WERTHER – Bultaco

★★★★★★★★★★★★★

Simi Valley Hare Scrambles
May 19, 1968
1st OVERALL – LARRY BERGQUIST – 250 PurSang
2nd overall – Mike Patrick – 750 Norton
1st 250 Am. TOM POTEET – 250 PurSang

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MICHIGAN HELMET LAW RULED UNCONSTITUTIONAL

According to W. T. Berry, Jr., Executive Director of AMA, the American Motorcycle Association and Harold D. Farnam have been informed the Michigan Court of Appeals has ruled in their favor in a suit brought against the Michigan Department of State Police and its Director to test the constitutionality of Michigan's Crash Helmet legislation.

The act in question, which became effective in March 1967, amended the Michigan Motor Vehicle Code to require a person operating or riding on a motorcycle to wear a crash helmet approved by the department of State Police.

Action was first brought to the State of Michigan Circuit Court on February 28, 1967 by AMA and Farnam, as plaintiffs'. A summary judgement handed down by the Circuit Judge ruled against the Plaintiffs' to favor the State. The matter was then taken to the Michigan Court of Appeals by legal counsel representing AMA and Farnam.

In a unanimous three-judge decision, overruling the summary judgment, the Michigan Division 2 Court of Appeals ruled that the statute was designed to protect the individual motorcyclist from himself and not to protect the public health, safety, and welfare. Consequently, the Court held that the Michigan law violates the provisions of the United States Constitution and therefore was invalid.

THE RACE MUST GO ON

Story by Bobbie Kelly

The calendar says it is May, the weatherman says it is May, but someone sure must be mixed up, as any one of the close to 1200 people who came out to Sacramento's Eldorado Raceway for the cycle races Friday, May 10 would tell you that it was more like a winter night. However, that didn't stop the vaid fans from showing up to cheer their favorite riders to victory.

For Sutter M.C. was in charge of the races and as usual they put on a fine show for the spectators. The racers were turning laps in record times (maybe they were trying to keep warm, too), but due to this fact it seemed there were a few more spills than usual, fortunately none serious.

Super Sparky

Sparky Pinola didn't try any of his wall jumps this week. He did take a second in his heat race but when it came to the final event what do you suppose he did? He fell down! Maybe he saw a pretty gal in the spectator section and couldn't keep his mind on what he was doing. (Just kidding, Sparky, honest. Dale Mc Kinnon told me he teases you a lot so though I might try, too.)

Jimmy Kimura of Vallejo (he owns a cycle shop there so if you're ever that way you might stop in and see him), riding a 250cc Harley-Davidson in the Amateur bracket, has now turned Expert. Congratulations, Jimmy.

Great Loss To Racing

This part of the report I hate to write, since having been closely associated with Kerry Clark. Eldorado Raceway's Manager of both the drag strip and the oval track, it is extremely hard to keep one's composure at a time like this. As mentioned in the first Eldorado article, Kerry was in the Veterans Memorial Hospital in Martinez. Sunday morning May 12, just a few minutes before the gates were due to open for the drag races, a call was received from the hospital notifying wife Betty that Kerry had passed on. In the true tradition of racing sports, and knowing that Kerry would have wanted it this way, the gates were opened and competition went on as usual. During the midday break the custom of the track was observed. A walk down the strip was conducted in memorium to a gallant friend and boss.

And motorcycle racing will continue each Friday night under the stars at Eldorado Raceway.

(Results on page 16)

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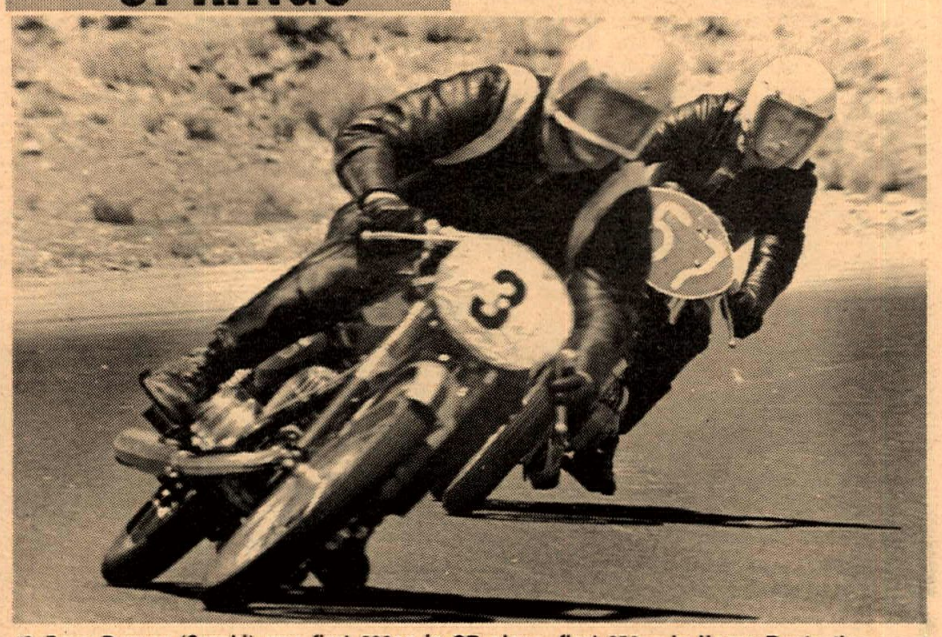
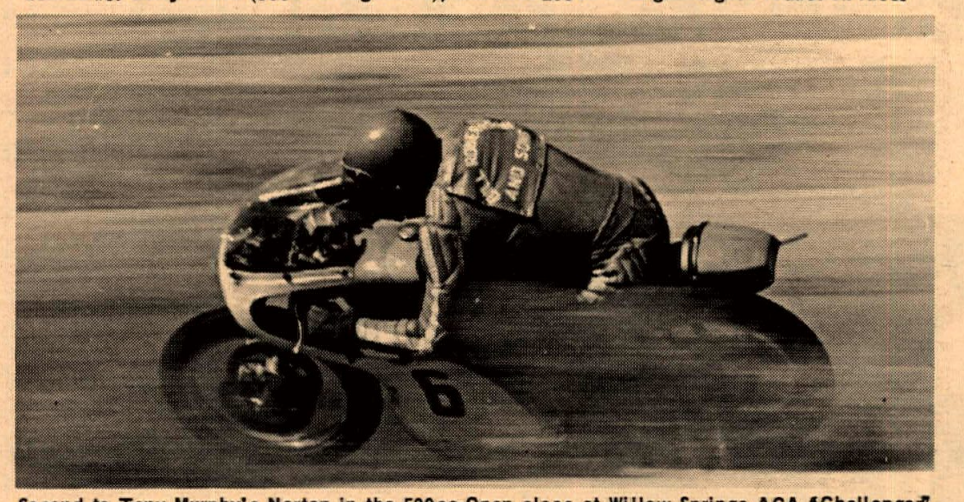
NEW "CHALLENGER" AT WILLOW SPRINGS

Story and Photos by Len Fallscheer

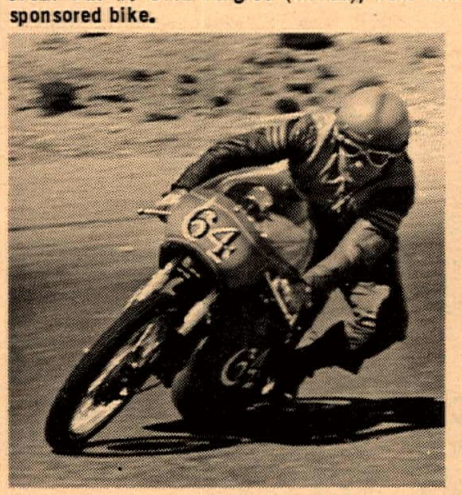
The "make up" for the ACA "Challenger road race that was scheduled for last April 21 at Willow Springs, Cal. and was cancelled because of high winds, was run on Sunday, May 26 in perfect, windless weather. After a morning of practice, the 3-lap heat races were run to determine the grid positions, for the main event and for the riders to make last minute checks on their bikes.



#3 Dave Damron (Suzuki) was first 200cc in GP class, first 250cc in Heavy Production event behind #57 Jerry Green (350cc Bridgestone), and first 200cc in Lightweight Production race.



Second to Tony Murphy's Norton in the 500cc-Open class at Willow Springs ACA "Challenger" event was #6 Dick Kilgroe (Honda), here shown getting down to biz on the Bill Robertson-sponsored bike.



Dan Guinn (64) and his Honda took 4th place in 175cc GP division. Ducati rider Ralph LeClerq won.

Yamaha-mounted Steve Froschauer (99) was runnerup to Suzuki rider Alan Spears in the 125cc Lightweight Production class.

The first Main Event was the 15-mile, 6-lap combined 50cc class 1 and 2 (class 1 machines have more than 4 speeds.) and 100cc GP. Mike Lane from Bakersfield won the 100cc GP on a Hodaka with second place Val Howerd (Yamaha) some distance back. In the combined 125, 175, 200 GP Dave Damron riding for Ocelot Engineering, built up an astounding lead over the rest of the riders on his 200 Suzuki twin. In the fifth lap, with only one and a half laps to go, one cylinder cut out and he slipped to a third overall, as he came limping across the start-finish line. Despite the engine trouble, he still finished first in the 200 class.

The 250 GP Main Event as usual was dominated by Yamaha, taking the first four places. No. 80, Mike Lane grabbed his second win of the day aboard his Yamaha leading almost the entire race. Buddy Parriott of La Puente finished a healthy second, also on Yamaha. One of the most exciting races of the day was the 350 GP in which Jimmy Chen (Honda) and Jerry Green (un-faired Bridgestone) see-sawed the lead right down to the end. Green trailed Chen the first four laps by never more than two or three lengths. In the last two laps the lead changed several times, but Chen crossed the line only a few inches ahead of Green to win.

In the 500 and Open Main event, the two 500s entered were both faster than any of the Open Class entries. Tony Murphy (Norton) and Dick Kilgroe (Honda) both finished ahead of Open winner Roland Pagen (Triumph).

The lightweight Production race again saw Dave Damron far in the lead on a 200cc Suzuki. At times, he led by nearly half a lap. In the Heavy Production, Damron (this time on a 250cc Suzuki) came very close to beating Jerry Green on a 350cc Bridgestone. Both riders won their class while Roland Pagen (Triumph) again won the Open Production.

The day of racing went very smoothly and efficiently. The ambulance never moved, fortunately, as no one went down throughout the entire program. We'll look forward to another smooth event by the ACA at their 12-hour endurance race on June 2.

(Results on page 16)

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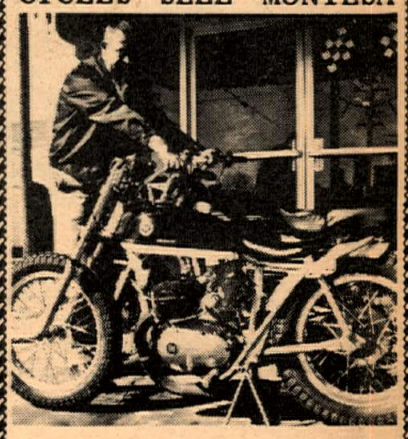

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ARTESIA PIONEERS 6th ANNUAL RUN

Story and Photos by Bill Harmer

The Artesia Pioneers M.C. terminated their 6th annual run at Ramona Oaks in San Diego County, Saturday and Sunday, May 18 and 19. Ramona Oaks is a privately owned "party ranch" and was just about the most ideal place that you can imagine. There was plenty of space for camping under giant oak trees, plenty of space for the field events on a leveled-off field which is ordinarily used for ball games. There is a huge swimming pool all nicely fenced for the protection of the children. Different club-members traded off on the life guard duties while the kids and a few of the parents really made the most of it. There was a large cement slab with lights strung around and over it for dancing in the balmy evening. There were modern rest rooms and a screened dispensing type kitchen which in this case was used to dispense ice cold punch all day.

Dale Stoddard and family – wife Jo Ann and daughters Linda and Nancy – arrive at Artesia Pioneers annual run. Dale is prexy of the newly organized S.C.M.A.

Oldest motorcycle ridden to the event was a 1938 Indian 4 shown here as owner Denny Young competes in "Slow Race."

There were ten motorcycle clubs represented at the run and virtually all kinds of machines but the oldest bike ridden to the event and used in all the field events was a 1938 Indian 4 ridden by its owner, Denny Young.

Clubs represented included the Oxnard M.C., who came the greatest distance, the San Fernando Valleymen, the Freight Jockeys M.C., the Road Ramblers M.C., the Norwalk Rockets, the Singing Wheels, the Terrapins M.C., the Road Cruisers M.C., the nattily attired Pacific Coasters and the host club, the Artesia Pioneers.

Field events got underway promptly at 1 p.m. and immediately bogged down as there was a discussion of the point scoring system to be used. Varied and sometimes heated opinions were listened to by the "easy going" referee, Ellis "Smitty" Smith. After taking all things under brief consideration he handed down a ruling that may not have pleased everyone but was satisfactory and fair to the majority and enabled the contests to resume.

Trophy winners included Bernie Clark who captured the Sweepstakes prize in the field events; Cecil Webster received a trophy for the first mail-in entry (male) and 7-year-old Cynthia Luckinbill received a trophy for the first female mail-in entry. First place trophy in the male sweepstakes went to Russel McQueen of the Oxnard club. The high poker hand trophy was won by Gary Gardner with a high flush. Female solo trophy winner was 14-year-old Phyllis Clark, who although too young to ride on the public streets, put on a display of riding skill that was absolutely magnificent. There was a three-way tie for the person entering the most events. We are embarrassed to report that only their first names were obtained so congratulations to Suzie, Mary and Tiny who flipped a coin to see who would get the trophy.

With the field events over, the various groups gathered over cold drinks and picnic lunches and engaged in much good natured kidding and happy conversation. Soon the sun sank and the lights came on over the dance floor. An orchestra showed up and all hands enjoyed dancing until around midnight. The kids kept the swimming pool busy until nine o'clock when their mothers shooed them to their sleeping bags. Sunday was a similar day of goodfellowship and motorcycle talk. Bikes and club uniforms were looked over and admired by each other. The Harley riders busied themselves polishing chrome and bright paint jobs, the big Honda pilots were very convincing in their obvious pride in their spotless bikes. The two-stroke enthusiasts were revving their screamers and the BMW owners were oblivious to everyone else as they stood by their machines off in a group by themselves telling each other how great their cycles are. There was something for everyone and a wonderful time was had by all. Incidentally, this was another event under the auspices of the new Southern California Motorcycling Assn.

Oxnard M.C. members on immaculate BMWs traveled furthest distance.

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"RULES ARE RULES"

By Robert O. Fee

That was the statement of RRC Referee Bill Miller at the May meeting of the Southern California Road Riders' Committee when he put his foot down concerning the method of classifying motorcycles for dress competition at RRC events – "Rules are rules."

"A man would be a fool not to try for the lowest classification possible. However, once ruled ineligible and told why he cannot compete in that particular class, it's not good sportsmanship to disrupt the activities with a half-hour speech on how it was last month or last year," Miller said.

The RRC Supplemental rules allow any motorcycle, as it comes from the factory, and equipped with factory available accessories, to stand as a stock machine. The rider can attach any three non-factory accessories without moving into the next higher classification of Modified Stock. In this case, the attachment must generally be with bolt or screw. Welding, etc. is considered modifying the original metal of the machine. The three accessories are up to the rider. They can be as small as three chrome nut covers or as large as a fairing, scoot boot, or special seat. As saddlebags, turn signals and windshields are considered standard equipment for the road, these items are not considered in determining the number of accessories that would move the motorcycle to the next higher class.

The modified stock class is for those riders who decorate their motorcycles by adding four or more chrome goodies or accessories that are not available from the factory. "Factory," said the Referee, "refers to the maker of the motorcycle in question. Producing a Harley accessory catalog doesn't mean a thing when the goodies are hanging on a BMW."

"I think I have seen every accessory catalog in print, but maybe a new one will come out tomorrow. If so, it's up to the contestant to provide it if it might help his classification. While I'm a reasonable man," Miller continued, "and will listen patiently to almost any logical presentation, anyone pulling out a pasted-up catalog of his own creation or giving me a long-winded snow job, needn't expect sweet words of love and appreciation for wasting everyone's time."

"The real bone of contention comes when we get to the Semi-Custom class which includes any non-factory paint. This includes patterns as well as colors," stated Big Daddy. "I am aware that some simple pin-striped fairings are available as stock items, but I'm equally aware that they aren't elaborate hand-drawn productions featuring the rider's initials a foot high."

"Non-factory paint as specified in Semi-Custom also extends to any accessories mounted on the machine. The saddlebags may not be counted for the stock classification, but if anyone shows up with 42 coats of Acrylic on those bags, he can expect to complete in Semi-Custom."

Miller clarified that "Factory Metal" as used for the custom class, means any material as it comes from the factory or manufacturer of the motorcycle or accessory. "It is absolutely unbelievable the amount of hassle and nit-picking that arises over this. One contestant took a scoot boot and modified it to look like a pilot seat in a jet aircraft for the comfort of the family pet. It was a beautiful job, but the fellow kept arguing that his machine wasn't customized. The addition of any metal, solder, fiberglass (other than bolted-on accessories), etc. that changes the original design or lines of the motorcycle or accessory will qualify the rider for competition in the custom class. By the same reasoning any removal or alteration of any metal, fiberglass, plastic, etc., from the machine or accessory that changes the design or lines will get the rider a spot in the top classification.

"These rules are fairly simple and straightforward. The rider can easily change his motorcycle to the class he desires," Miller said. "The error made in not enforcing these rules immediately after they were originally adopted will not be repeated. The rules have been tried, revised, and re-adopted and they will be enforced. If the rules don't work, the RRC will change them. If the riders don't like them, the RRC can change them. However, until the rules are changed, rules are rules."

MOTORCYCLE MANIA BY BOAT & SKI CLUB

Story and Photos by Wells B. Wilson

The Los Angeles Boat & Ski Club recently held another of its popular motorcycle outings. Definitely, this was not the first event of this kind held by the Club. In fact, it was the Third Annual "Motorcycle Mania." Although they have had numerous other motorcycle outings, the Motorcycle Manias are, more or less, organized races. These are not merely adult races, for children are included and encouraged to participate. In addition to the actual motorcycle races, there are other events for the women and children.

Desert oasis – L.A. Boat & Ski Club style.

Each outing has increased in popularity. The last was attended by approximately 150 motorcycle enthusiasts, comprised mainly of boaters, water skiers and guests. This was an event open to guests as well as members of the Los Angeles Boat & Ski Club.

It's Only Natural

For 15 years the Los Angeles Club has had many outstanding names in the field of boat and ski racing, and the field of motorcycle competition seemed to be a "natural," plus the fact that many members actively participate in AMA racing events. Also, they have many amateur and beginner riders in addition to the expert cyclists. Many of the Club members have won state-wide and national competition in boat and ski racing, and have turned their natural talents toward the desert and motorcycle events.

When not boat and ski racing in California, Arizona, or wherever the circuit takes them, you will always find them heading for a motorcycle event, or just to the desert for some good weekend trailing.

Getting back to the "Mania," the races specialized in tests of skill and agility, as well as the usual speed-type races – such as the Australian Pursuit, Wheelie Contests for Distance, Boot Race, Run & Ride, a Scavenger Hunt, and Trials type riding. They finished off the weekend with a large Hare & Hound event – a course approximately 20 miles in length – with classes for lightweight and heavyweight bikes, as well as a women's class. Trophies were given for all events.

First Cabin Fly-In

This all took place at the Holiday Hill area between Gorman and Lancaster, Calif. It was a two-day event. Saturday was trail and fun riding. Saturday night club members and guests got together for a weiner bake. Some enthusiastic members, unable to attend the event for two days, flew in by private plane Sunday so they could participate at least one day.

Club members and guests totaling about 150 participated in the two-day "motorcycle mania" events.

Never let it be said that the Los Angeles Boat & Ski Club doesn't go "first cabin." Its members even constructed a "portable head" for this event, painted by its younger members. This was, needless to say, an "asset" in the middle of the desert, especially in mixed company. We understand that to this date it is still standing and is being appreciated by many desert riders in the Holiday Hill area.

WOULD YOU BUY A PAIR OF SHOES WITHOUT TRYING THEM ON FIRST?

Story and Photos by Bill Harmer

My father tells of a time, near the turn of the century, when he worked in the general store in the boom town of Goldfield, Nevada. He recalls that the stock of shoes was hung by their laces on pegs in the wall behind the counter. If a miner wanted a pair he called out his size and paid his money. If he wanted to try them on, he was handed back his money and the shoes were sold to someone else. There was only one store in town and the monthly shipment of shoes was sold out in a matter of an hour or so.

Such was the way of doing business in the West with nearly every kind of merchandise, but as transportation methods improved and competitors sprang up, the supply soon exceeded the demand and then the progressive merchant took steps to get his share of the market. He made his store more attractive, hung up a few more kerosene lanterns (to show off his merchandise better), kept his displays free of dust and changed them regularly. These merchants survived and prospered while the ones who tried to continue the old methods withered away.

Old-Fashioned Tactics

It was recently brought to my attention that there are motorcycle dealers who are still trying to do business in the "Horse and buggy" manner. My wife and I had decided to purchase a motorcycle for touring, but we didn't really know just what kind of machine would be best suited to our needs. Our procedure was to look through the back issues of various cycle magazines, reading road tests and searching the beautiful ads of the various distributors and manufacturers. Our next step was to visit the local dealers of the three makes that we had decided would fill our requirements. For one reason or another (price, parts and service availability, wrong-side shift, etc.) we decided against all but one. I will admit that the national advertisements and the many travel stories involving the make of bike that we decided on, did a good job of preselling, and the idea of not having a chain to adjust and oil every evening after a hard day's run, also appealed to me.

We went to the local authorized dealer and looked his stock over. After a few minutes we found a nice used machine that we decided to purchase, but before I handed over any money I asked if I might take the machine for a little test drive. I was curtly answered in the negative. I asked if they had a demonstrator that I might ride on, and again got a negative reply. I asked if he expected me to buy one without a demonstration and was informed that if I wanted to buy his make of machine that is exactly the way it had to be.

This negative attitude of merchandising got me to wondering if this was the general state of affairs among cycle dealers and I decided to make a survey to see how well the merchants follow up the high-budget national advertising of their distributors and manufacturers.

I interviewed a number of other dealers so I could figure percentages and am happy to report that the majority of motorcycle merchants are progressive businessmen and a credit to the industry and an asset to their community.

Survey Time

The survey revealed that 30% of the dealers have no provision whatsoever for giving the prospective buyer a demonstration. Being so few in number, it was easy to recall the type of operation that these dealers represent. Generally their store lighting was more suitable to a theatre lobby. Their floor samples had "Keep off" or "Do not touch" signs on the seats and some showed a need for a dust cloth. Advertising literature was either scattered among other papers on a table or had to be searched for through desk drawers. The salesman was doing double duty as parts counter man. The service dept. looked cluttered and the lone mechanic in ditry coveralls was sitting on an overturned box tinkering with a motorcycle. There was a general appearance of inactivity and a check of the D.M.V. report of monthly sale records shows that appearances are not deceiving.

Of the dealers who have a demonstration plan only 15% require the prospect to sign any kind of release form before taking the machine out. 80% of the dealers have an off-street area where an inexperienced rider may be given instructions in riding and safety precautions. Only 30% reported that they had lost machines by theft or accident while on a demonstration and it was interesting to note that they were dealers in large displacement English and American-made motorcycles.

The most progressive appearing dealers were the Yamaha and Honda outlets which also sell a popular English brand. Their salesmen are seemingly always busy with a prospect. If they are not busy with a "walk in" prospect, they are discussing their new models with waiting parts or service customers. The ceiling is aglow with fluorescent lights and the floor samples glisten like jewels, creating a desire to own one. The two or three parts clerks are not able to handle all their customers and there are always several waiting. The staff of mechanics cannot keep ahead of the work of servicing customers' vehicles. A general air of prosperity is apparent.

The H-D dealer has perhaps the largest display of new and used machines and a modern bright service department which is a beehive of activity. The salesmen are neatly dressed and go over the merits of their motorcycles with the prospects. They are so busy that much of the time they have to alternate their attention among several interested prospects. The parts clerks are also neat and efficient but overworked. Almost any time of the day you can observe a salesman in a booth with a customer, wiring out a "report of sale."

Among the dealers who have a demonstration policy and will give one to any qualified prospect, the survey showed that 52% of the cycles sold are delivered without any kind of demonstration, with one dealer stating that 90% of his sales are made without a demonstration and another at the other extreme reporting 20% of his sales without a demonstration. One aggressive dealer whose salesmen haunt the waiting area for the service customers, reports that they make "quite a few sales" by asking the people to try out the latest model of the machine that is being serviced.

In conclusion, it appears that motorcycle merchants, like merchants in general, have to keep up with the times. No matter how good a job the national distributors do of advertising to generate a desire in the prospective buyer, all he can do is get the buyer into the dealers' showrooms and from then on it is up to the dealer. No matter how many machines a dealer sells, he can only sell one at a time and when a prospect walks out of the agency without buying, the dealer has dropped the ball.

Happy Ending

Oh yes, did I ever get a demonstration ride? Yup. At the Cycle World Show, I met a representative of the West Coast distributor of the motorcycle I was interested in and chided him for not having a "dealer" in a city of 750,000 population. He, of course, questioned this, but when he heard my story he agreed that I should have a ride on one of the bies. He introduced me to other dealers who invited me for not only a "demo" but a good cup of coffee. The only trouble was that they were 130 miles from my home. Finally he gave me his card and told me to visit one of their dealers some 25 miles from my home in a town of about 30,000 people. I found him a progressive dealer of Hondas in conjunction with the machine in which I was interested. He was using the same methods of selling the big bike as he does with his Japanese imports and from the looks of things is doing a successful job. Anyway, we put over 500 happy miles on our "new" motorcycle, the first weekend.

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CHERRY CREEK
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HARE AND HOUND
MAY 19, 1968

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2nd OPEN EXPERT
JOHN THOMAS
TRIUMPH
5th OVERALL

ALSO
3rd OPEN EXPERT
DON BOHANNON
TRIUMPH
7th OVERALL

JACK BYERS
TRIUMPH
3rd OVERALL

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SPECIAL NATIONAL CHAMPIONSHIP SALE

LIMITED QUANTITY OF 1967 650cc TRIUMPH
TR6C TROPHY SPECIAL

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SEE YOUR DEALER TODAY!

ASCOT PARK
MAY 24, 1968
AMATEUR MAIN EVENT
1st TOM ROCKWOOD
Riding for Long Beach Triumph
Machine tuned by Joe Dudek.

VIEWFINDERS GRAND PRIX
MAY 25 & 26, 1968
21" AM – EX. CLASS
1st T. JETTON – TRIUMPH
OPEN NOVICE CLASS
1st S. LAPRAIK – TRIUMPH

OPEN AMATEUR CLASS

1st J. Thomas	TRIUMPH
2nd D. Allen	TRIUMPH
3rd B. Hammer	TRIUMPH

OPEN EXPERT CLASS

1st G. Smith	TRIUMPH
2nd D. Dean	TRIUMPH
3rd B. Smith	TRIUMPH

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RUNNING IN THE BOWL AT LODI

Story and Photos by Evan Jones

The Cycle Bowl, located at the 8-Mile Road turnoff the Freeway at Lodi, California comes by its name fair and square. It is actually a bowl, sunk some ten feet or so below the level of the surrounding farm land. And for this reason it is inclined to be a little muddy when it rains.

But on May 12 it hadn't rained for quite a while – on the contrary I hadn't seen so much dust since Dorothea Lange was making her famous pictures in the Dakotas during the Thirties.

The water truck was either on its last legs or the club didn't have money enough for fuel because the dusty condition was allowed to continue unabated throughout the day. No problem for the guys in front, but something else again for the lads back in the pack.

The racing was good, though, with a much better turn-out than one could reasonably expect because there were several other events in the area that day.

The track was laid out so that it was mostly – but not entirely – a horsepower track, with a good, long straight and a fairly fast first turn, but the race was won or lost on a sharp 180 degree that was a little off camber. Not much, you understand, but just enough to separate the riders from the throttle-twisters.

This turn came at the end of a short, fast straight, and the off-camber feature was so slight as to be un-noticeable. Fortunately there was all kinds of escape room and at one time or another most of the riders had occasion to swing wide – awfully wide!

There was considerable added interest in two events – the 500cc Amateur and the 650cc Expert.

Don Murray (58g) coming around the off-camber turn on his new Honda 350 in the 500cc Amateur event. Rider #71g shows how easy it is to swing wide here.

Several of the new Honda 350's were running in the 500cc Amateur Class against a mixed bag of 305 Hondas, a Bandido or two, plus the usual gaggle of tried-and-true Limey Bikes.

In the 500 Amateur Heat Don Murray (58c) took an early lead and held it until the final stretch. He looked back coming out of the last corner to see how the opposition was doing and said opposition promptly nipped him at the wire.

But in the Main he took a wire-to-wire win with a huge lead – and never looked back. When I asked him the reason for the long lead he replied, "Well, I have had trouble with that "#$%–&' @ off-camber and I figured if I got off I'd still have a chance if I was far enough ahead!"

In the 650cc Expert the interest was created by Paul Johnson (5) who was riding one of the new Bultaco 360cc Bandidos against District 37's No. 1 plate, Jim Rice on a Beezer, and everyone wondered whether Paul could hold Jim.

In both the heat and the Main the result was the same. Paul would grab the lead coming off the line and Jim would take about 2/3 the race to catch and pass him.

Like they used to say, "There's no substitute for inches."

Paul Johnson (5) made a good stab at holding off #1 Jim Rice's BSA on his new Bandido, but couldn't quite do it.

SAN DIEGO ROAD CRUISERS SURPRISE RUN

The Road Cruisers M.C. hosted a "Surprise Run" Sunday, May 19 in San Diego, Cal. Participants signed up at Leonard and Brad Andres' H-D agency, starting at 8:30 a.m. Andres' star salesman, Jimmy Stewart, was on hand helping dish out the coffee and donuts. Billie Sager and her Road Cruisers crew were busy signing up the 111 entrants who along with meal tickets and workers made up a total attendance of about 150 persons. As each person signed in he was given a mimeographed slip with instructions to the "first" check point. It turned out to be the only check point, as each contestant was given another slip when he arrived there with a list of twenty items to be obtained on an old fashioned scavenger hunt. Among the items to be obtained were a confederate flag and a plastic from a topless go-go girl.

Family group trophy winners were Bob Warner and son Brian on the Harley and wife Gay on her personal Honda. They're members of Mary's Men M.C.

Winner of trophy for largest club in uniform, the Mary's Men M.C., a Catholic church group, line up with guests at start of the Surprise Run.

A deadline of 2 p.m. was set at which time all participants were to be at the termination point at Deer Horn Valley Lodge out on the old Campo Road east of Jamul. There a big feed of hot dogs and baked beans was served which had been prepared right on the grounds.

Three trophies were presented for the scavenger hunt which was won by Stan and Laura Davis who brought in everything except the Confederate Flag. Laura Davis also received a trophy for the oldest female AMA membership, 10 years. Ann Reeves of the Mary's Men M.C. won second prize for the hunt and Ken Ferguson also of the Mary's Men took third. The trophy for the largest club in uniform was won by a contingent of Mary's Men, 18 strong. Duncan and Judy Kelley and their gleaming H-D won the trophy for the best dressed couple and machine. Dunc and Judy belong to the Singing Wheels M.C.

Prize for the oldest bike ridden on the run was claimed by Fred Summers and his rigid frame 1947 Triumph. Darrell Wilburn received a trophy for riding the longest distance, all the way from Vista. A life member of the AMA Joe Gobbi received the oldest male AMA trophy. He wouldn't say how long exactly, but he's been a member for more than 25 years. Nancy Matot, riding her new Honda 350, won the female solo trophy and Lanny Gilmore got the male solo prize. The Bob Warner family of the Mary's Men received the family group trophy.

One rider in the hunt didn't have to chase down a confederate flag. He's an active campaigner for George Wallace and carries a metal confederate flag on his rear fender. The committee counted it. Jim Lee of the Vista Travellers rode the entire run with five persons on his big Harley. The smallest child rode the tank in front of Jim while Mrs. Lee and the other two kids rode behind him. It was pretty startling to see. The run was carried off smoothly and everyone had a wonderful day of fun and fellowship appreciated only by those who love cycles and cycling.

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MESSIN' AROUND AT MESA SPEEDWAY

Story and Photos by Bill Harmer

The Experts M.C. presented a program of TT races Sunday, May 19 at the Mesa Speedway on Otay Mesa, South of Chula Vista. The early morning coastal fog burned off in time for the practice circuits and by the time the girls lined up for the first moto of the Powder Puff series, the sun was beating down mercilessly upon the already hard-baked speedway surface. Tireless hours of work by the members of the Experts club had the course in beautiful condition and they are to be commended for their efforts.

With Don Matthews, star of the "Mike's Speed Tuning" team, still on the disabled list and Al Finan walking with a limp suffered in his last Mesa encounter, the Open Expert event looked like a "shoo-in" for last year's champion, Myron Carter. With the exception of the first two laps of the first moto, when Al Finan sparkled, before he broke his front wheel hub on Earl Roloff's Norton, things went exactly as predicted. Carter led from start to flag-fall in all three motos, looking the champ that he is.

Perhaps the most hotly contested class was the 250cc Expert division. A regular contender in this class, Ray Vanderpool, couldn't get his Yamaha ready in time and didn't show, while crowd-pleasing Wayne Hosaka was having trouble with his PurSang and had to borrow a bike that was not as finely tuned as his regular mount. However R.W. Ring on a Husky, Larry Bishop on a Bultaco and teen-ager Don Emde on his Suzuki mixed it up so heatedly that the results remained in doubt until the final moto.

The 250cc Novice class saw Yamaha-mounted John Herrett edge out Kawasaki rider Chuck Claydon for the win, as Cliff Williams, also on a Kawasaki, rode impressively to capture third point honors. The 200cc motos were poorly attended as usual so Novices, Amateurs and Experts all rode together. Larry Collie on a Kawasaki took first place while Bultaco pilot Ed Murie displayed exceptional riding skill by beating out Wayne Clark and his Yamaha for the second position.

The 500cc Novice event saw several invaders from District 37 swelling the entry list and one of them, Tom Treits on a BSA, turned the trick, taking home first money. Matchless-mounted Dwayne Strothers battled it out with BSA rider Gil Granillo to win second.

BSA pilot Dave Lenar overshadowed Don Stoutner on a hot Royal Enfield to capture first 500cc Am./Exp. and Tom La Fortune from the L.A. area, riding a beautiful little BSA, garnered third honors.

250cc Novice winner #164 John Herrett (Yamaha) leads runnerup #70 Chuck Claydon (Kawasaki) into first turn at Mesa Speedway.

Myron Carter, defending Open Expert point champ, got back into winning style and captured all three motos in class.

Displaying the form with which he took the 100cc Expert class is Jim Harmon. Though high in points it was his first '68 sweep.

An impressive group of machines took the field to compete for the Open Novice crown but Triumph-mounted Gary Pendleton out-gunned them all to win high point standing. Triumph rider Pete Anhista looked good taking second and Roy Laws displayed improved skill by snatching third spot.

Friends and Neighbors

All the winners in the 100cc classes live on the same block in Spring Valley. Carol Chiara captured the Powder Puff derby while her neighbors, Earl Roloff Jr. and Jim Harmon shared their Yamaha to win the Novice and Expert classes. It was 11-year-old Earl's first time to win the Main in his class. Big (daddy) Earl, who is the genial sales manager at Guy Urquhart's San Diego Yamaha and Triumph store, has another boy who is only 8 years old, and already a good motorcycle rider. When he grows enough to touch the ground, Earl says he'll be in there, too, on a specially-built Yamaha 80cc.

In winning the 100cc Expert class, Jim Harmon did not have an easy time and if it weren't for the bad luck of old master Jim McGuire on his "reed induction" Hodaka special, who had a throttle break in the second moto, the outcome could have been different. With just a little more luck Jim Dunn on a Bridgestone could have hung up a win. When these three boys are competing the breaks are important as they are all excellent jockeys. Behind winner Carol Chiara, pressing her all the way in the Powder Puff classic, was Hodaka-mounted Deb Reon, followed by Susie Faucher also riding a Hodaka. Besides running all three motos, Carol and Susie did the lap scoring for the entire program which even in the cab of a pickup truck was a very warm job.

The Experts M.C. put on a beautifully timed program with the very minimum of delay, a good sized crowd lined the fences and riders and spectators alike had an extremely enjoyable afternoon.

(Results on page 16)

SAN JOSE DONS HILLCLIMB

Story and Photos by M.J. Oxford

The San Jose Dons are one of the oldest and best-organized motorcycle clubs in the United States. They organized their club back in the early 1930's. This year they put on their annual sanctioned hillclimb at the well-known Halls Ranch, near Gilroy, Calif. The May 12 climb started promptly at 11 a.m. with over a hundred riders and about 1,5000 spectators.

It was cool and crisp throughout the day, perhaps reaching 60 degrees, but that didn't stop the crowds complete with blankets, chairs and picnic baskets.

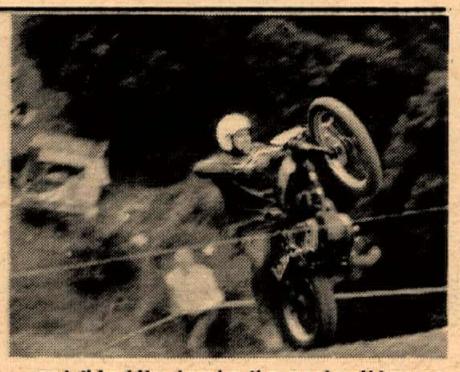
Ambulances, Fire Department members, AMA officials and some of the best referees I've ever seen were also on hand. No mishaps occurred during the day.

Frank Durso won his class (40" Expert) on his mighty BSA and in the Open Class hit top time with 4.81 seconds.

The Open Class seems to be what everyone waits for. Instead of having the class during intermission it was decided to wait until the climb was completed. Having the Open Class at intermission has caused several damaged machines so that the riders couldn't run again for their second chance.

I've noticed more and more new, interested hill-climbers at each meet I've gone to lately. It seems the Hondas, BSA and Triumphs are taking over, whereas several years ago Harley was the top bike. Now you might see two or three, but don't get me wrong, they're still up there.

Determined Triumph rider goes all the way...



...and this bike breaks the magic ribbon as well.

At the end of the meet as the trophies were being awarded there seemed to be quite a bit of controversy as to the winner of the 40" Novice class. Several protests were filed according to the rules ($$$ and tear-down). This was bound to happen sooner or later since some of these bikes have frames appearing several inches too long plus other added speed equipment.

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RESULTS

ASCOT HALF-MILE
Gardena, Cal., Sun., May 24, 1968

By Carol Sims

15-LAP EXPERT MAIN

1.	DeWayne Keeter	BSA
2.	Randy Say	BSA
3.	Mel Lacher	H-D
4.	Chuck Jones	BSA
5.	Lloyd Houchins	BSA
6.	Phil Todd	BSA
7.	Clyde Litch	Tri
8.	Larry Earhart	H-D
9.	Eddie Wirth	BSA*
10.	Al Gunter	Mat*

Time: 5:47.93 (New track record)

3-LAP EXPERT TROPHY DASH

1.	Randy Say	BSA
2.	Chuck Jones	BSA
3.	Mel Lacher	H-D
4.	DeWayne Keeter	BSA

Time: 1:12.05

10-LAP AMATEUR MAIN

1.	Tom Rockwood	Tri
2.	Don Harms	H-D
3.	Norm Elledge	Tri
4.	Marshall Jennings	BSA
5.	Mike Morton	Tri
6.	Reg Chosney	BSA
7.	Dave Smith	Tri*
8.	Jack Wilkinson	Hon*

Time: 4:01.72 *Did Not Finish

8-LAP NOV. MAIN EVENT

1.	Keith Mashburn	Yam
2.	Don Dudek	Yam
3.	Dave Stroman	H-D
4.	Dave Aldana	BSA
5.	Bob Fulton	Yam
6.	Rory Randall	Yam

Time: 3:18.46

VIEWFINDERS GRAND PRIX
Westlake Village, Cal. Sat. & Sun., May 25, 26, 1968

By Maureen Lee

UNOFFICIAL RESULTS

Sat., May 25, 1968

100cc NOVICE

1.	D. Afflack	Hod
2.	D. Morgan	Hon
3.	Tom Rapp	—

100cc AM./EXPERT

1.	G. Bailey (Ex.)	Hod
2.	J. Morgan (Ex.)	Hod
1.	J. Maroney Jr.(Am.)	Hod
2.	T. Drake (Am.)	Hod

POWDER PUFF

1.	S. Termin	Hod
2.	J. Ditson	Hod
3.	R. Martino	Hod

250 NOVICE

1.	S. Staats	Yam
2.	W. Shapley	—
3.	B. Maynard	Kaw

101-200 NOV./AM./EXP.

1.	D. Goldsmith	H-D
2.	S. Bast	Bul
3.	D. Yankies	Bul

250 AMATEUR

1.	L. Fortner	Hus
2.	J. Wagner	Bul
3.	G. Etheridge	—

250 EXPERT

1.	P. Petty	Suz
2.	S. Hurd	Kaw
3.	L. Bergquist	Bul

SIDEHACKS

1.	M. Burns/H.Burns	Bul
2.	J.Stevens/D. Dross	Tri
3.	D.Roesch/J.Moffitt	Hus

Sunday, May 26, 1968

OPEN AMATEUR

1.	J. Thomas	Tri
2.	D. Allen	Tri
3.	B. Hammer	Tri

OPEN EXPERT

1.	G. Smith	Tri
2.	Dick Dean	Tri
3.	B. Smith	Tri

350cc NOV./AM./EXP.

1.	D. Krueger	—
2.	G. Kahler	—
3.	M. Harrison	Duc

OPEN NOVICE

1.	S. Lapraik	Tri
2.	J. Litchfield	—
3.	D. Richardson	Tri

500 AMATEUR

1.	Fortner	Hus
2.	B. Dailey	Tri
3.	W. Peterson	BSA

500 NOVICE

1.	D. Evans	Bul
2.	E. Walker	Tri
3.	B. Campbell	Tri

500 EXPERT

1.	S. Staats	Bul
2.	J.N. Roberts	Hus
3.	A. Baker	C-Z

SWEEPSTAKES

0-200

1.	Gary Bailey	Hod

250-OPEN

1.	Preston Petty	Mai

EL DORADO SHORT TRACK
Sacramento, Cal. Friday, May 10, 1968

By Bobbie Kelly

100cc NOVICE CLASS

1.	James Hindley Jr.	Bri
2.	Alex Jorgenson	—
3.	John Grant	M-B
4.	Sparky Pinola	Hon

100cc AMATEUR

1.	Kenneth Roberts	Suz
2.	Jerry Shahan	Bri
3.	Ron Reynolds	—
4.	Debbie Jackline	Kaw

200cc NOVICE CLASS

1.	Bob Pendergast	Yam
2.	Greg Moore	Bul
3.	Patrick McKee	Bul
4.	Kenneth Seeley	—

200cc AMATEUR CLASS

1.	Mike Ellis	Yam
2.	Thomas Booth	Bul
3.	Jim Sakoda	—
4.	Sherman Rodara	Bul

250cc NOVICE CLASS

1.	Gale Gibbs	But
2.	Wheeler Gresham	Suz
3.	#100	—
4.	#170	—

250cc AMATEUR CLASS

1.	Mike Corcoran	Bul
2.	Steve Feroni	Bul
3.	Jimmy Kimura	H-D
4.	Richard Carrera	—

250cc EXPERT CLASS

1.	Phillip Hinkle	Suz
2.	Terry Sage	Bul
3.	James Monagan	—
4.	Elie Jorger	—

AMA 12-MILE NATIONAL CHAMPIONSHIP
Reading, Pa., Sun., May 26, 1968

By Larry Mane

EXPERT FINAL

1.	Bart Markel	H-D
2.	Fred Nix	H-D
3.	Gary Nixon	Tri
4.	Dick Mann	BSA
5.	Mert Lawwill	H-D
6.	Chuck Palmgren	Tri
7.	Dan Haaby	H-D
8.	Larry Palmgren	Tri
9.	Darrel Dovel	H-D
10.	Cal Rayborn	H-D
11.	Roger Reiman	H-D
12.	Jim Compton	BSA

AMATEUR FINAL

1.	Larry Darr	H-D
2.	Dave Sehl	H-D
3.	Johnny Leale	Tri
4.	Dave Atherton	H-D
5.	Luke Zechman	BSA
6.	Jack Forrester	H-D

SIDEWINDERS TT SCRAMBLES
Portland, Ore. Fri., May 17, 1968

By J.K. Lacey

TROPHY DASHES

NOVICE

1.	Bill Cook	Kaw

AMATEUR

1.	Lance Morgeson	Tri

EXPERT

1.	Mark Williams	Tri

MAIN EVENTS

AMATEUR

1.	Len Miller	Hon
2.	Charles Sheffel	Bul
3.	Bill Cook	Kaw

AMATEUR

1.	Jim Gale	Tri
2.	Dave Sheffel	Tri
3.	Lance Margeson	Tri

EXPERT

1.	T.L. Hoglan	Nor
2.	Mark Williams	Tri
3.	Bob Fuller	Tri

SAN JOSE DONS AMA SPORTSMAN HILLCLIMB
Morgan Hill, Calif. Sun., May 12, 1968

By M.J. Oxford

200 NOVICE

1.	Larry Silvia	Bul
2.	Keith Roessler	Bul

250 NOVICE

1.	Paul Liebenberg	H-D
2.	Mel Cunha	Hon
3.	Loren Montgomery	Bul
4.	John Carrasco	Bul
5.	Gary Dillard	Suz

350 NOVICE

1.	Larry Spittler	Bri
2.	Roger Voyles	Hon
3.	Bill Jensen	Hon
4.	Gary Dillard	Hon
5.	Joe Mauicio	Hon

500 NOVICE

1.	John Prebble	Bul
2.	Mel Cunha	Hon
3.	Chuck Sterne	Tri
4.	Arthur Rosingana	BSA
5.	Dave Campbell	BSA

40" NOVICE

1.	John Wilkinson	Tri
2.	Tom Elsa	Tri
3.	Derrick McNabb	Tri
4.	Larry Smith	BSA
5.	Bob Nickolas	Tri

40" AMATEUR

1.	Don Cody	Tri
2.	Louis Romero	Tri

40" EXPERT

1.	Frank Durso	BSA
2.	Sam Arena Jr.	H-D

TOP TIME—OPEN CLASS

1.	Frank Durso	4.81	BSA

EXPERT M.C. TT RACES
Mesa Speedway, Cal. Sun., May 19, 1968

By Bill Harmer

POWDER PUFF

1.	Carol Chiara	Hod
2.	Deb Reon	Hod
3.	Susie Faucher	Hod

100cc EXPERT

1.	Jim Harmon	Yam
2.	Jim McGuire	Hod
3.	Jim Dunn	Bri

250cc NOVICE

1.	John Herrett	Yam
2.	Chuck Claydon	Kaw
3.	Cliff Williams	Kaw

500cc NOVICE

1.	Tom Treits	BSA
2.	Dwayne Strothers	Mat
3.	Gil Granillo	BSA

OPEN NOVICE

1.	Gary Pendleton	Tri
2.	Pete Anhista	Tri
3.	Roy Laws	BSA

100cc NOVICE

1.	Earl Roloff Jr.	Yam
2.	Dave Stauffer	Bul
3.	Terry Agbunag	Bri

200cc CLASS

1.	Larry Collie	Kaw
2.	Ed Murie	Bul
3.	Wayne Clarke	Yam

250cc EXPERT

1.	R.W. Ring	Hus
2.	Larry Bishop	Bul
3.	Don Emde	Suz

500cc AM./EXP.

1.	Dave Lenar	BSA
2.	Don Stoutner	R.E.
3.	Tom Fortune	BSA

OPEN EXPERT

1.	Myron Carter	Tri
2.	Fred Williamson	Tri
3.	Terry Morairty	Tri

LIONS DRAG RESULTS
Sun., May 26, 1968

TOP STOCK: Sommers	Suz	12.98–	98.69
AA/STOCK: W. Brooks	H-D	—	—
A/STOCK: Willhite	H-D	14.52–	90.72
B/STOCK: Williams	BSA	14.11–	94.63
C/STOCK: Sommers	Suz	12.98–	98.69
D/STOCK: Middleton	Yam	14.67–	87.20
E/STOCK: Janes	Suz	16.64–	76.00
MODIFIED:			
A/MOD: Brackett & Miller	H-D	11.74–	117.84
B/MOD: Fielding	Tri	13.06–	101.50
E/MOD: Cash	Suz	12.83–	102.89
F/MOD: Zeman	Suz	17.20–	74.96
GAS:			
A – American Speed Cycle	Nor	11.40–	126.00
B – American Speed Cycle	Tri	12.13–	110.00
FUEL:			
K & H Kotalac	Vin	10.86–	127.00

IRWINDALE DRAG RESULTS
Sun., May 26, 1968

TOP BIKE: B. Ebeling	Tri	10.47–	136.51
RUNNER UP: J. Smith	H-D	—	—

ACA CHALLENGER ROAD RACE
Willow Springs, Cal. Sun., May 26, 1968

By Len Fallscheer

50cc I

1.	Don Dierking	Hon
2.	Tony Nicosia	Suz
3.	John Lasater	Suz
4.	Richard Peard	Hon

II

1.	Daniel Osborne	Ital
2.	Sid Chambers	Vam
3.	Chris Anderson	Mon
4.	William Scales	Mon
5.	Richard Greville	Der
6.	Ed Kelly	Ital

100 CLASS

1.	Mike Lane	Hod
2.	Val Howerd	Yam
3.	Don Anselim	Yam
4.	Colin Jones	Hon
5.	Roy Nakamoto	Yam
6.	Dick Carlson	Gar

125 CLASS

1.	Steve Knight	Bul
2.	M. Conserriere	Bul
3.	Buddy Parriott	Bul

175 CLASS

1.	Ralph LeClerq	Duc
2.	Ronald Dean	Hon
3.	Chuck Lunde	Hon
4.	Dan Guinn	Hon
5.	Vitalijus Karalius	Oss

200 CLASS

1.	David Damron	Suz
2.	Bob Goldsmith	Bul
3.	Bob King	Suz
4.	Roger Wood	Bri
5.	Richard Pearce	Gre

250 CLASS

1.	Mike Lane	Yam
2.	Buddy Parriott	Yam
3.	Sal Soto	Yam
4.	Barry Provisor	Yam
5.	Mike Velasco	Kaw
6.	Ruben Portillo	Yam
7.	Robert Caladwell	Hon
8.	John Manning	Duc

350 CLASS

1.	James Chen	Hon
2.	Jerry Green	Bri
3.	David Damron	Suz
4.	Rick Sherer	Hon
5.	Al Henriksen Jr.	Hon
6.	Dick Kilgroe	Hon
7.	Jack Harney	Hon

LIGHT PRODUCTION—50

1.	Chris Anderson	Mon
2.	Bill Marchant	Suz

100

1.	Jeff Johnson	Yam
2.	Stan Smith	Bri
3.	Verne Wood	Ital
4.	Jim Norman	Hod

125

1.	Alan Spears	Suz
2.	Steve Froschauer	Yam

200

1.	David Damron	Suz
2.	Roger Wood	Bri
3.	Bob Goldsmith	Bul

HEAVY PRODUCTION —250

1.	Dave Damron	Suz
2.	Walt Garnett	Suz
3.	Mike Velasco	Kaw
4.	Frank Ross	Suz
5.	John Manning	Duc

350

1.	Jerry Green	Bri
2.	Rick Sherer	Hon
3.	Dave Blancett	Hon
4.	Raymond DeLong	Kaw

500

1.	Vic Manuelli	Hon

OPEN

1.	Roland Pagan	Tri
2.	Al Henricksen Jr.	H-D

500 CLASS

1.	Tony Murphy	Nor
2.	Dick Kilgroe	Hon

OPEN CLASS

1.	Roland Pagan	Tri
2.	Doug Van Tassel	Tri
3.	Michael McNeil	Tri
4.	John McGillwray	Tri
5.	Terry Winter	H-D

P.A.R.A. TRIALS
Zuni, N.M., May 4 & 5, 1958

By Larry Campbell

1.	Charles Kelsey	Bul	17 pt.
*	Bill Nance	Bul	35
*	Pat Kelsey	Bul	47
2.	Gene McIntyre	Bul	54
3.	Gary Knox	Bul	72
4.	Bill Grapevine	Max	89
5.	Barry Welsh	Gre	102
6.	Pat Hurm	Jaw	144
7.	H.R. McKissack	Bul	164
8.	Terry Davis	Bul	187
9.	Robert King	Cot	445

DESERT CHALLENGERS EUROPEAN SCRAMBLES
Deadmans Point, Cal. Sun., May 5, 1968

100cc CLASS

* 1.	Bob McLaughlin	Sac
* 2.	Ralph McCarthy	Hod
* 3.	Jerry Johnson	Hod
* 4.	Norm Modesett	Hod
* 5.	Rick Stumpf	Hod
* 6.	Joseph Breckner	Hod
* 7.	Jim Norman	Hod
* 8.	Bill Barkkari	Hod
* 9.	Earl Roeseler	Zun
*10.	Don Grieve	Hod
*11.	Chet Burt	Bul
*12.	John Duvall	Yam
*13.	Gene Souza	Hod
*14.	Glenn Johnson	Hod
*15.	Leroy Noone	Hod
*16.	Steve Hulet	Hod
*17.	R.O. Muhlmeyer	Hod
*18.	Keith Tennis	Hod
*19.	John Pomo	Hod
*20.	Gary Davies	Hod
*21.	Norman Johnson	Hod
*22.	Bill Burr	Hon
*23.	Dick Fuller	Hod
*24.	Larry Roeseler	Sac
*25.	Dave Coulter	Hod

250cc CLASS

* 1.	Dave Lopera	Gre
* 2.	Al Hillan	Bul
* 3.	Kenneth Evans	Bul
* 4.	Don McNamee	Bul
* 5.	Cliff Harrington	Gre
* 6.	Chris Smith	Yam
* 7.	Gordon Schmid	Bul
* 8.	Walt Vanderhoef	Hus
* 9.	Gage Herington	Hus
*10.	Jack Rampey	Yam

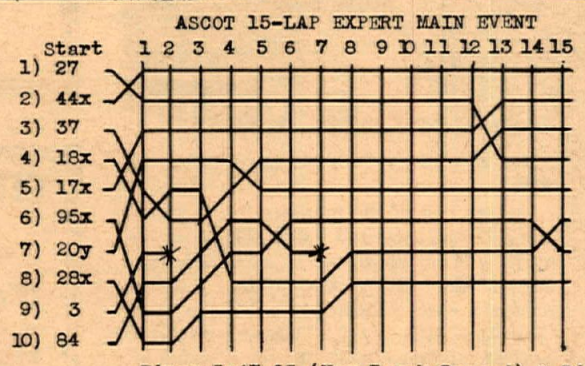
OPEN CLASS

*1.	John Bailey	Bul
*2.	Dub Smith	Mai
*3.	David Hernandez	Hus
*4.	Carl Spahp	Tri
*5.	John Kato	Mai
*6.	Tom Martin	Met
*7.	Jimmy Bruns	Tri
*8.	Tom Sanborn Jr.	Mat
*9.	J.W. Allen	Hus

*Denotes Trophy winner

LAP CHARTS by Carol Sims

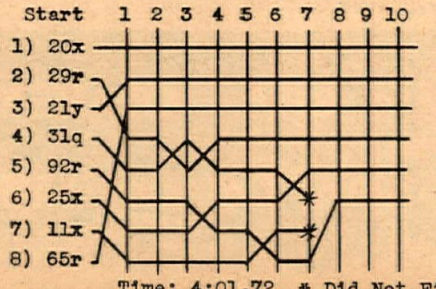
ASCOT 15-LAP EXPERT MAIN EVENT



Finish
1) 44x DeWayne Keeter (BSA)
2) 17x Randy Say (BSA)
3) 37 Mel Lacher (H-D)
4) 27 Chuck Jones (BSA)
5) 20y Lloyd Houchins (BSA)
6) 18x Phil Todd (BSA)
7) 95x Clyde Litch (Tri)
8) 28x Larry Earhart (H-D)
9) 84 Eddie Wirth (BSA) *
10) 3 Al Gunter (Mat) *

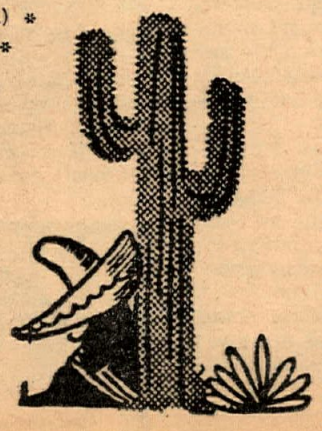
Time: 5:47.93 (New Track Record) * Did Not Finish

ASCOT 10-LAP AMATEUR MAIN



Finish
1) 20x Tom Rockwood (Tri)
2) 21y Don Harms (H-D)
3) 65r Norm Elledge (Tri)
4) 29r Marshall Jennings (BSA)
5) 25x Mike Morton (Tri)
6) 92r Reg Chosney (BSA)
7) 11x Dave Smith (Tri) *
8) 31q Jack Wilkinson (Hon) *

Time: 4:01.72 * Did Not Finish



TRINITY TRAILSTERS T.T. SCRAMBLES

Story By Tom and Dean Dilling

The first T.T. Scrambles of the season, held at Willow Creek, Calif. by the Trinity Trailsters on May 5, has to be labeled "successful." Over 80 riders from Northern California and Southern Oregon entered to try their hand on the super-fast club-owned track. It was a strange kind of day in Willow Creek – cool. Just right for the rider but sweater-weather for the spectator.

The day's events were presented with the Trailster's normal well-organized efficiency. One freak accident marred the day's race;Gene Pare, of Bella Vista, broke a foot-peg coming off the jump and cut his leg badly enough to be hospitalized for treatment.

Lotsa Double Winners

Rick Ziegler, of Crescent City, California rode his Yamaha to first place in the 90cc Novice Trophy Dash and the Main. Another Crescent City rider, likewise Yamaha-mounted, pulled second in the Main – Ron Poole. Hodaka-mounted Jim Seeber was third. Bridgestone rider Gary Thompson of Eureka looked for and found a fast groove during the heat race and used it for a first in the 0-90 Amateur Main and Trophy Dash. Another double trophy winner was Anderson, Calif. racer Ed Dorsey. Ed used his Bultaco for Trophy Dash and Main wins in the 200cc class.

The 250 Novice class also had a double winner, also from Anderson, and also named Dorsey – James Dorsey. Think they might be brothers? Well, anyway, Ken McFarland from Anderson was second his Montesa, followed by Harvey Ziegler of Crescent City (brother of Rick?).

Greeves-mounted, and out of Medford, Oregon, Dan Ginther won the 250 Amateur Main after an interesting battle with Frank Devereau, Yamaha rider from Crescent City. Third went to Bultaco-mounted Jim Soy from Eureka followed by Trophy Dash winner Ed Thayer of Redding.

Mike Thompson of Eureka, and brother of Gary, was the 250 Expert Main winner, Trophy Dash winner Gerald Bergquist of Crescent City was second, and some kid named Kuhnle from Eureka was third.

Mud racer Dave Reynolds looked mighty fine winning his heat, Trophy Dash, and Main Event for the 500 Novice group. Pat Thornton of Eureka would pass Dave out of the sweeper each lap and Dave would turn up the handle a little and take it back each and every lap. Thornton had to settle for second with his BSA with Sonny Jennings of Project City third.

In the Open Novice Main, Cottonwood, Calif. racer Bill Smith pulled first with Trophy Dash winner Edgar Frisbee of Trinidad second.

Open Amateur class showed another double winner in Terry Hughs of Red Bluff, Calif., followed in by Stan Rosa of Red Bluff and Redding rider Don Clark. All were on Triumph.s

Open Experts Wail

The Open Expert races were the real show of the day. I have seen a few races from time to time but this was the first that scared me just to watch it. These guys looked like they were plowing the north forty at speed. After the dust settled and the clods quit bouncing around (dirt clods, that is), Harvey Crews of Salyer took home both the Trophy Dash and Main Event with Crescent City racer Rick Burgquist second and "Third Place Phil Ray" was third. All were Triumph mounted. Some kid named Kuhnle was fourth.

District 36 riders – Have you ever taken a good look at your Sportsman Card? I noticed it about three years ago and thought I would pass it along. Speaking of Sportsman Cars, how come there are two riders with #11F in this area, Mr. Allen?

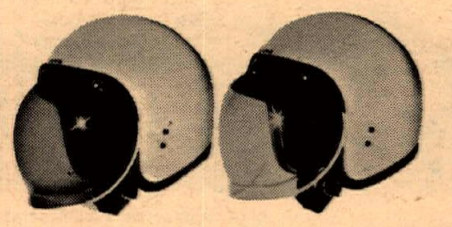
The next Trailster event will be an under-the-lights short track for all classes, Saturday night, May 25. Practice at 7:00, first race at 8:00. The next day, at the new 101 Speedway between Eureka and Arcata on the Freeway, the Far West Motorcycle Club will host a T.T. Scrambles. This will be the first race ever held at this track as it is just nearing completion at this time.

The Speedway represents a $60,000 investment by owner-builder Bob Britt of Eureka. The track will be as dust-free as possible, as special surface material and chemicals are being used.

This season the Speedway will run stock cars, midgets, super-modifieds and motorcycles. The T.T. circuit will feature an Ascot-style jump with about an eight-foot crown.

(Results on page 16)

NEW CRAGAR BUBBLE FACE SHIELDS

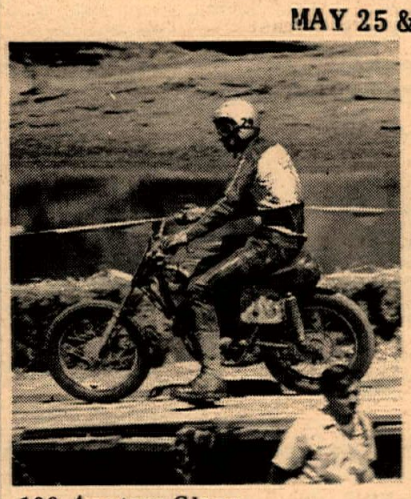


Adding to their growing line of safety helmet accessories, Cragar has introduced their new Bubble Face Shields. The snap-on shields fit the same snaps which mount Cragar's visors to the helmet, and can be easily attached or removed in seconds. Streamlines to reduce drag and turbulence, the helmet may be turned 90 degrees to airflow without buffeting. These shields offer strong resistance to flying obstacles and are made of special optical quality .060" plastic to insure distortion-free vision.

Cragar Bubble Shields fit most helmets and are available in clear, listing for $4.95 each, clear with sunshade and smoke green, listing at $5.50 each. See your local motorcycle dealer, speed shop, tire or auto parts store.

Choice of Champions
HODAKA

VIEWFINDERS GRAND PRIX
MAY 25 & 26, 1968



100 Expert Class
1st GARY BAILEY – HODAKA
2nd JACK MORGAN – HODAKA

100 Amateur Class
1st J. MARONEY – HODAKA
2nd T. DRAKE – HODAKA

100 Novice Class
1st DON AFFLACK – HODAKA
3rd TOM RAPP – HODAKA

CHERRY CREEK NATIONAL CHAMPIONSHIP HARE & HOUND
MAY 19, 1968

125cc Class
1st FRANK FORSTER – HODAKA
2nd FRANK MORGAN – HODAKA
4th RON BURPO – HODAKA

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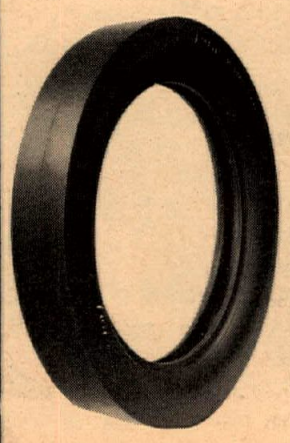

Avon slicks for DRAAAAGING

Only Avon makes *new* motorcycle drag racing tires! These slicks were designed by Avon's racing engineers to meet exacting specifications. They are made with high hysteresis *cling* rubber that gives you maximum grip on any drag strip. Recent world records set by British riders again prove Avon's quality and performance. Sold through your motorcycle dealer. Size 400 x 18, tread width 4.20".

AVON

Hap Jones Distb. Co., 2 Clinton Park, San Francisco, Calif., and 343 North Court, Prattville, Ala.; Milne Bros., 22 N. Greenwood Ave., Pasadena, Calif.; Southwest Motorcycle Parts Distb., 1810 Texas Ave., Houston, Texas; Dixie International Co., 1721 Woodland Ave., Columbus, Ohio; Dixie Distb. Co., 1725 Woodland Ave., Columbus, Ohio; Jeary Meyers, Box 45-83, Miami, Fla.; Accessory Distb., Inc., 602 W. 52nd St., New York, N.Y.

200 CONTESTANTS FOR NORRA STARDUST 7-11

A total of 200 contestants and 100 vehicles are now entered in the NORRA Stardust 7-11 Off Road Championship Race, according to Ed Pearlman, president of the National Off Road Racing Association.

The 711-mile desert contest, to be held in the vicinity of Las Vegas, Nevada, June 11 through 14, has attracted veterans of nearly every form of motor sport – dirt track racing, dry lakes racing, sports car racing, drag racing and desert motorcycle racing, as well as NORRA's own off-road racing.

The entries include all types of vehicles – motorcycles, passenger cars, light trucks, dune buggies and four-wheel drive units.

The NORRA Stardust 7-11 will offer $25,000 in prizes, including contingency awards from such firms as Auto Meter Products, Gates Rubber Company, Ed Iskenderian, Moon Equipment Company.

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P.A.R.A. TRIALS AT ZUNI, NEW MEXICO

Story By Larry Campbell

Riders from New Mexico, Arizona, Colorado, and Kansas gathered on the rocky mountainside near Zuni, New Mexico, May 4 and 5 to contest the 1968 Pan American Motorcycle Trials Championship, held over 100 miles of the roughest trails to be found.

The two-day event took its toll of riders and machines and the big winners were Charles Kelsey, Bill Nance, Pat Kelsey, and Gene McIntyre, all of Zuni, followed by Gary Knox and Bill Grapevine, both from Kansas.

Bill Nance and Pat Kelsey, being the promoters of the event, disqualified themselves from the awards and this allowed more of the visiting riders to take home trophies.

Riders lost points for being late on the cross-country race portion as well as in the difficult sections of the observed field trials and Charles Kelsey set the fastest time in the big motor class riding a 250cc Bultaco. Bill Grapevine was the fastest rider in the small motor class on the 120cc Maverick that he manufactures in limited quantity.

Best score in the observed sections was Gary Knox the 1967 Pan American Champion from Augusta, Kansas on his Bultaco and Gary lost only 9 points.

It Was Rough!

Many of the riders were not prepared for an event as tough as this and the riders from the Kansas flatlands had a great deal of trouble getting their engines tuned properly for the 6,500 feet elevation. National Champion Bill Grapevine was in real trouble on the first day when his engine kept flooding out and stalling on the steep climbs of the observed sections and while he won the small class, he was only able to grab a sixth place overall.

Small bike winner of PARA trials was Bill Grapevine, riding one of the 200cc Mavericks he manufactures.

The riders from Albuquerque should have received an "E" for effort for the way they struggled on, even though none of them had ever ridden an event of this type before.

Delmar Gronseth of Albuquerque, riding a 90cc Hodaka, crashed at high speed when he hit a deep cross rut and banged up his nose. He took a lot of good natured ribbing about the sudden enlargement of his nose but said he would certainly be back for the next event.

Terry Davis of Belen, New Mexico, riding a 175cc Bultaco set the fastest time for one single lap of the course but his machine was not suited to the rugged conditions of the observed sections and he dropped too many points to be in the awards at the end of the two days.

All in all, the event was a fine one, well planned, with a well marked course and a great deal of good riding and good companionship was enjoyed by all.

Zuni was certainly put in a fine spot on the motorcyclists' map of good places to go and it is certain that the next event will draw a great many more riders.

(Results on page 16)

VIEWFINDERS GRAND PRIX – May 25 & 26 – 250-Open SWEEPSTAKES

PRESTON PETTY WINS ON A 360cc

MAICO MOTO CROSS

BEST HANDLING in the rough stuff.
HIGHEST HORSEPOWER with tremendous torque all the way from 1,000 to 7,000 R.P.M.—and she's built strong and tough and she only weighs 225 pounds!

Factory works engine. Your choice of close ratio or medium ratio gearbox. Also 250cc and 350cc Moto Cross and 360cc Enduro models.

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EXHAUST NOTES

By Bill Pettigrew

Well, it's nice to see that one of my predictions has come to pass. DeWayne Keeter and his Dick Kelm-tuned BSA not only snatched the Main Event at Ascot last Friday night but managed to set a new Main Event record. DeWayne cut the record by nearly two seconds to make the new record now stand at 5:47.93. I imagine Dan Haaby, now on tour back east, will come back with the idea of stopping Keeter's charge. It's going to be interesting! One other note about DeWayne's ride was the engine that he managed to launch in practice, only to have the bike dismantled and back together for his money-snatching ride. Nice work.

Riverside Plans

Les Richter, president of Riverside International Raceway in Riverside, Cal. has announced a new 3.6-million dollar master plan to make the Raceway the No. 1 sports facility in the world. Included in the plans are a high speed mile and half tri-oval. Richter hopes to have the total seating up to 100,000 and a club type lounge to facilitate the new crowds expected. Completion of the new beautification project are hoped to be completed by Sept. 1.

Approximately two to three thousand spectators along with such movie celebrities as Diane McBain, James Garner, Dean Jones, and Van Williams showed up at the Viewfinders Grand Prix at Westlake Village (formerly Albertson's Movie Ranch) on May 25 and 26. The Viewfinders and Stuntman's Assoc. put on one of the finest organized events this reporter has ever witnessed. A total of no less than twenty Ventura police officers were there to keep things in order around the three-mile track. Great run, congratulations.

New Racing Attractions

Attention, two southland race tracks are about to announce their new attractions in the form of speedway cinder track type of racing to be held in the near future. Both Orange County and the one at Whiteman Air Park will be operation soon. Whiteman will be offering a 3,000 dollar professional purse. Look for their ad in Cycle News.

Evel Knievel Is Back On Tour

Starting a National tour of the country, Evel Knievel stopped in Mesa, Arizona at the Beeline Drag Strip, drawing a record crowd on Sunday, May 26, of 9,000 spectators. However, Jack Strohe made the jump for Evel as he was slightly injured on Saturday making a practice jump causing slight damage to his foot.

Evel states that it is not bad enough to stop the tour, with the next stop being in El Paso, Texas and then on to Houston. Knievel will continue with a wheelie demonstration while Jack makes the jumps. This crowd-pleasing exhibition is drawing large numbers of people who have never seen a two-wheeled thrill show before. Be sure and watch for him in your area.

BAILEY FAMILY TEAMS UP FOR THE STARDUST 7–11!

Story by Elaine Bailey

Photo by Cindy Bailey

Bob Bailey, Sr. (foreground) shakes hands with racing sons Gary (left) and Bob, as they prepare Yamaha 250cc single for Stardust 7–11 Enduro.

The motorcycle racing Bailey brothers (Bob, 26, and Gary, 24, of Carson) will team up for The Stardust 7-11 Enduro, with father Bob Sr. (47, of Torrance, Cal.) heading up the pit crews.

This NO.R.R.A. (National Off Road Racing Association) sanctioned event, scheduled for June 11 through 14, will cover a total of 711 miles through the Nevada desert. The 7-11 Enduro consists of two 355-1/2-mile loops over a torturous, unpaved course.

Stardust International Raceway in Las Vegas will be the starting, half-way and finish line. The event will consist of all types of vehicles: Motorcycles; Passenger cars; Dune Buggies and 4-wheel Drive Units.

The type of motorcycle the Bailey brothers will ride is a 1968 Yamaha DT1, 250cc two-stroke single cylinder model – bike donated by Bill Krause Enterprises, Inglewood, Calif. Other contributors and sponsors of the project are: Yamaha International, Inc.; Wixom Brothers; Filtron; Bell Toptex, Webco, Inc. and Steens, Inc.

The Baileys' pit crews consist of two follow-up trucks which will carry several extra gallons of gas and many spare parts. The familiar number "33" appears on all their equipment.

This type of event takes months of preparation. Riders must prepare themselves physically as well as the vehicles mechanically. This is a test of men and machinery against the rugged desert.

The Stardust 7-11 gets underway Tuesday, June 11, with Technical Inspection and impounding of competing vehicles at Stardust International Raceway. The race will start at 6 a.m., Wednesday, June 12. Vehicles take off one minute apart, and are to be timed individually. Twenty-four hours of grueling competition must be completed before the end of the grind.

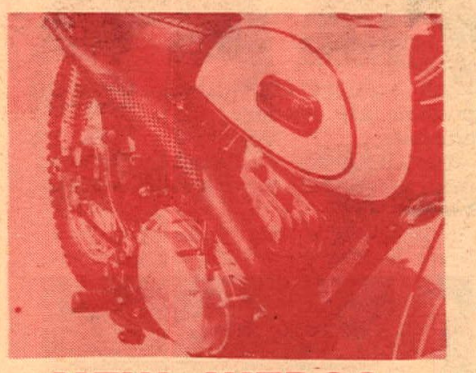
HIGH SIERRA TOUR COMING UP

Lone Pine, California, Chamber of Commerce headed by Wil Sowell, president, and Bob Hamblin vice president announce the 13th Annual High Sierra Tour on June 8 and 9.

Motorcycles from all over the southwest will converge on Lone Pine Park for a weekend of events including a parade, a barbecue and field meets where trophies will be awarded. A dance will be held in the evening at Town Hall featuring the music of Johnny Campbell's Western Band.

The High Sierra Tour, directed by Red Butler and Al Bonnefin, of Lone Pine, and sanctioned by the AMA, is a Southern California Road Riders Committee Point Run and is sponsored by the Ace of Clubs M.C. headed by Edward Alford and Bob Meyers, of El Monte (phone 213-442-5800).

Alford stated that "All motorcyclists and those wanting to see what organized clubs are doing to encourage the sport, in addition to viewing a panorama of the finest motorcycles are welcome to this event." Further information may be obtained by calling Alford at (213) 444-5675.



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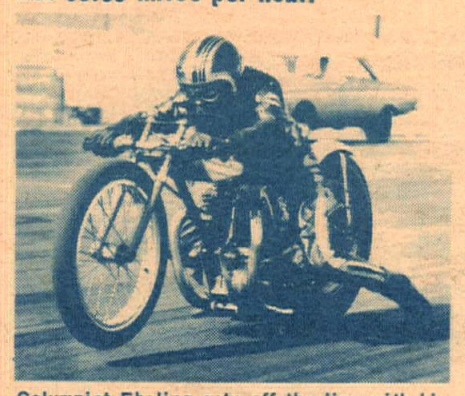
Tailormade for each machine, Webco, Inc. now has available expansion chambers that provide noticeable performance increase for desert, TT, scrambles, etc. The chambers for Bultaco Bandido and PurSang, and Yamaha DT-1 single list at $54.95. Price of the units for Hodaka 90-100cc, Sachs 80cc, Yamaha 80cc and Yamaha 100cc YL2-C single is $39.95. See your dealer or contact Webco at 218 Main St., Venice, Cal. 90293 Phone (213) 399-7726.

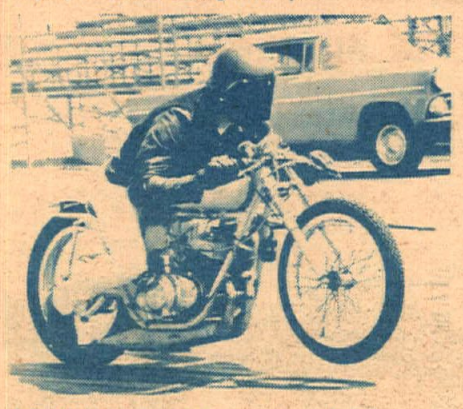
DRAG RACING

By Bob Ebeling Photos by Doyle Gray

A first real hot day of the Spring Season led Three Star Sport Cycle and their team combination of Sommers and a 500cc Suzuki to a new A.H.R.A. record of 12.98 seconds and 98.69 miles per hour.



Columnist Ebeling gets off the line with his rapid, record-breaking Triumph.



Suzuki dragster begins quarter-mile tour.

Lions

Much to the surprise of competitors and correspondents alike, Lions Drag Strip was host to an A.H.R.A. district #1 record meet and in return machines complied by upping many an old existing mark.

Sommers not only secured the record for Suzuki in the race for top Stock. All of the street contenders were turning quarter-mile sprints in the 14-second realm, which gave Sommers a good one-second advantage that he used in the best way possible, to win! The closest competition was a 650cc BSA entered by Williams, that secured a class win turning 14.11 – 94.63.

Modified

Bruce Biller and his sponsor Mr. Mrackett (or is it Miller and Brackett?) have some sneaky tricks going for them. Traction at the Beach wasn't exactly prime, and yet Biller stopped the clocks in 11.74 seconds and the mph devices read 117.84.

A full second behind the lead mark set by Miller was Charlie Cash's E modified Suzuki. Yet, don't belittle the elapsed time of 12.83 seconds and speed of 102.89 that Cash turned in, for remember the Suzuki is some 40 inches smaller than the Brackett & Miller Harley-Davidson.

If inch for inch the same power and rpm could be extracted from the Harley, we would see a cycle finish the quarter-mile before a time clock could get off a single tick.

Gas and Fuel

Disaster struck in both of these top bike divisions. American Speed Cycle fielded two gas dragsters, one a twin engine Norton and second a new 750cc Triumph. Everything went well as the double Norton cranked out a run of 11.40 seconds and 126 miles per hour during early morning time trials. Event the overbored Triumph was laying down some good rubber patches that helped stop the clocks in 12.13 seconds and revealed a top end speed of 110 mph. Later however, George Jonovich was to bring the twin engine Norton down the return road at a casual 30 miles per hour and suddenly his world turned upside down. The big twin engine machine had hit a rock, oil slick or some other unseen obstacle and turned turtle. As the machine went down, Jonovich was thrown clear and a fuel line that had severed fed fuel onto hot engine parts that had never seen heat like they were going to be inflicted by in a matter of seconds.

It seems the pillars of smoke and flame were only in bloom for a minute until fire extinguishers were brought to play. Yet, in that short time everything was destroyed; hours, days, weeks, of labor and God only knows what expenses were gone in a single volume of smoke and flame, not to mention the frosting put on the cake by CO2 fire extinguishers.

Fickle Fingers

Or how to preserve soft hands and destroy finger nail polish. Ken Kotalac trailered his big Vincent fuel bike into the Lions pit area and prepared for a day's running with adequate pit help. Helene, often known only as the wife of the guy with a Vincent fueler, was seen doing more oil changes and tuning chores than any average team member. She solves the dishpan hand problem from crankcase lubricants but hasn't found a clear varnish that will stop the nitro contents from doing an excellent paint removal job from her finger nails. Any suggestions? Ken's Vincent made some excellent runs down the quarter mile with a best time of 10.86 seconds and a speed of 127.0 miles per hour.

Irwindale

Triumph stops the win string of Harley Davidson in Irwindales top bike elimination.

Ebeling's 40 inch Sta-Lube Triumph fueler went through three rounds of top bike eliminations to receive honors at 10.47 seconds and 136.51 miles per hour.

Qualifying

Top marks in elapsed time and miles per hour were set by Joe Smith and his Laidlaw sponsored Harley-Davidson. The big 95-inch machine let its rider slip the clutch for an elapsed time run of 9.78 seconds and new all time high speed for "Knuckle Heads" of 153.84 miles per hour.

Bob Braverman, Yamaha and McEvoy-Martinez, Triumph, were both qualified for top bike elimination rounds in the high ten second realm. Jonovich-Norton and Miller-Harley-Davidson filled a field of six with eleven second runs.

Round Racing

The first round of eliminations found Joe Smith putting the twin engine McEvoy-Martinez Triumph out of contention with little trouble, and Braverman's Yamaha wheeled well ahead of the Miller-Brackett Sportster. Ebeling's Sta-Lube Triumph put in a good lead over Jonovich's twin engine Norton for first round victory.

Joe Smith drew a standby thanks to his top elapsed time of the day and Ebeling was matched against Braverman's twin engine Yamaha. It was an even race for the first few yards and then the forty inches pumped out enough power to pull ahead for the winners lights in 10.63 seconds at 134 miles per hour.

As soon as Ebeling had the oil changed and fuel tanks topped off, he and Smith were towing down the fire-up road for a final round in top fuel.

Both staged and the countdown was on, but as the second yellow light was shining in Smith's lane, it jumped to red. He had moved just enough to forfeit the last race for top bike and rather than waste an engine, he shut it off right there on the spot. Ebeling's Triumph made a single run of 10.64 seconds and 136.51 miles per hour and received top bike honors.

Contingencies

Next Sunday this columnist loads up the truck with contingency awards and treks for Bristol, Tennessee, the site of three days' racing at the 1968 A.H.R.A. Spring National Championships.

Here's the cargo manifest for winners at the big event:

$500.00 dollars divided for top Fuel, Gas and Competition eliminator, by Bristol drag strip management. A Grant Van Tech frame from Grant Industries of Los Angeles; a set of custom leathers by ABC Leathers of South Gate, Calif; a Bonanza Mini-Bike from Bonanaza Industries of San Jose, Calif; Chain Klean and Chain Life from Petrochem of Santa Fe Springs; Electronic Tachs from Rydex Inc; Alloy Rims from North American Imports, Garden Grove, Calif.; Helmets from Safetech Helmets, Paramount, Calif.; Twenty-five dollars to each top eliminator from Cycle World Magazine; Kawasaki and Yamaha are both supporting their winning riders with ten dollars in gift certificates for a class win and jackets if records are set.

(Results on page 16)

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SKIP'S NORTHWEST RIDE

Story and Photos by J.K. Lacey

When Skip Van Leeuwen ventures into the Pacific Northwest area of Washington/Oregon he leaves behind his sunny California and the potent Van Leeuwen/Danny Macias/Triumph combination that has terrorized the Ascot troops of late. There he teams with Gene Curry of Portland, Oregon, who tunes Skipper's Northwest ride while managing Jack Leigh's United Motorcycles dealership, also in Portland.

Gene, once himself a racer, has been motorcycling some 14 years, doing all wrench-twisting himself, maintaining his own machines, Triumph.

Gene Curry, tuner of the hot Triumph Skip Van Leeuwen rides when he journeys to the Northwest.

"Skip and I were brought together for the '65 Castle Rock National by Jack Leigh," recalled Gene. "Our other rider had decided to quit and I had this engine all built but had stuck it away a few months before. Jack got Skip to come up so we took a new TR-6 off the floor, yanked the engine, and stuck our racer one in."

This engine had never been run so Gene took it out to Delta Park for testing.

"The darn thing scared me silly!" "I'd never ridden a forty-incher so strong," remarked Gene. "At the National Skip's heat was the fastest, which he won, but later he fell off in the Main and that ended our Castle Rock for that year."

Basically the Curry rig is a 1963 Triumph, standard bore and pistons, with no deep down hidden go-fast secrets. The spark plugs are re-located in the head, now vertical and between the rocker boxes making a true hemispherical chamber while the ignition has remained energy transfer.

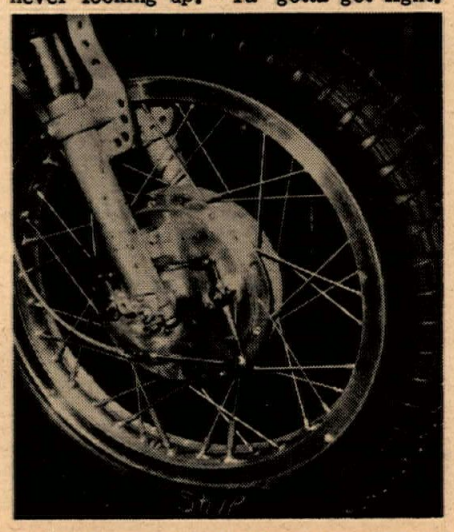
All rocker arms are ground and weigh exactly the same, as are the Sifton pushrods; the cam followers are drilled for lightness. Cams are by Connolly of Portland.

Balanced to perfection are the engine sprocket, clutch hub, clutch center, stator rotor, and of course the crank and flywheel.

All bushings and spacers wherever possible are machined from 60-61 T6 aluminum.

Noticing every visible nut had been cut down to one-half its original thickness I asked why.

"To get light, man," answered Gene, never looking up. "Ya' gotta get light.



Yamaha brake laced to Akront rim saves as much as 10 lbs. over standard Triumph wheel.

Weight is our biggest threat on the tracks this year.

"I've got about all the horse power out of this I can get," he said, pointing to number 59, "so now we're really going to go light."

Thus the Yamaha front brake spindle laced to the nineteen inch Akront rim, utilizing aluminum nipples and alloy spokes. (One spoke and nipple – 13.7 grams. One pound, 1.8 ozs. for nipples and spokes per wheel vs. approximately three pounds for standard parts).

"I saved about ten pounds building this front wheel," said Gene, "and every ounce counts. Throw all the weight saved into a bag and carry it around and you'll soon see what I mean.

Van Leeuwen won the Northwest TT opener at Boise earlier this year aboard this bike, and led the race last year until colliding with a slower rider. Skip has won the Main event at the Sidewinders weekly TT races at Portland more than just a few times, placed well at Washington's Graham Speedway and at Castle Rock, who run bi-monthly TT events on their National track.

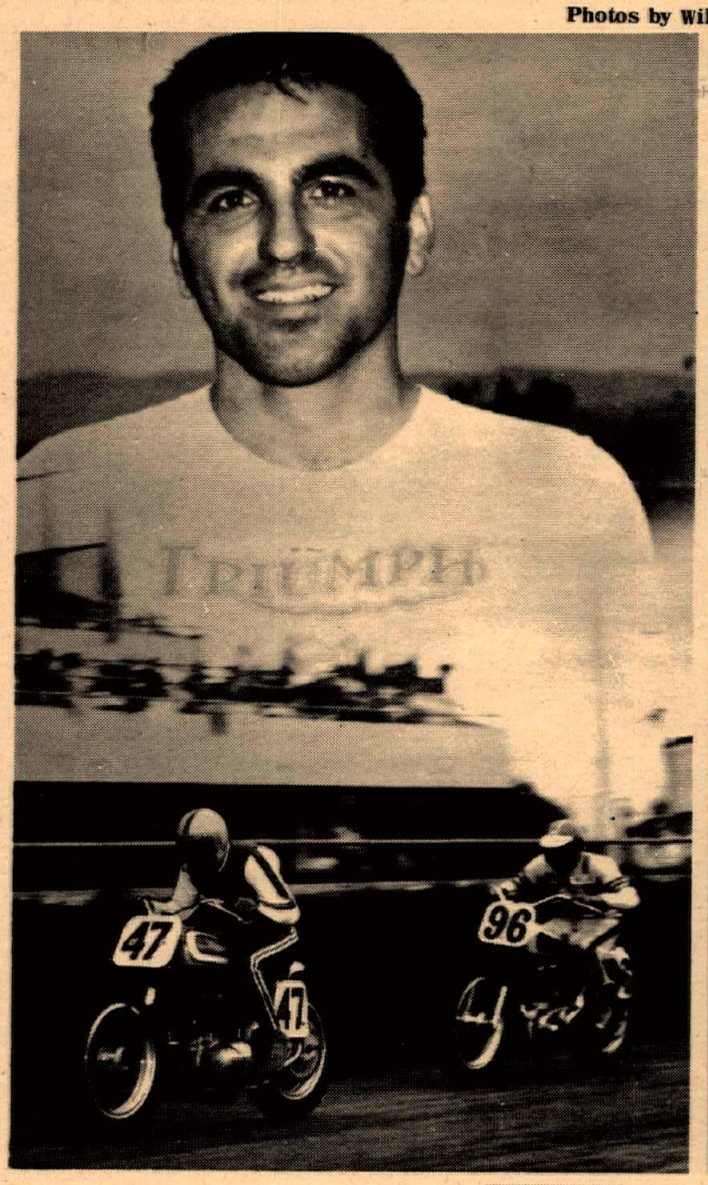
Gene hopes for the National win there at Castle Rock this year and at the rate Skip has been going there is no reason why not. 1966 saw Van Leeuwen with a hurt knee cop a third. Last year, while leading, the head of the swinging arm bolt sheered and jammed, leaving Skip with no rear brake.

With the time and care that goes into this machine, and money no object, Skip Van Leeuwen has one remarkable Triumph awaiting. This could well be the year he and Gene dominate wherever they show and capture those few remaining races that have proved so elusive in years gone by.

(Results on page 16)

SAN JOSE PHOTO PLAY

Photos by William M. Clark



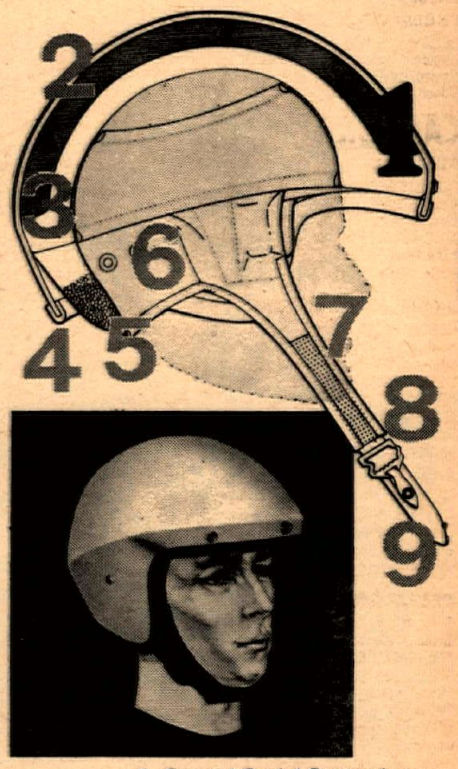
Top photo: Off goes the Expert Main Event field for 15 laps of half-mile action at San Jose, Cal. on May 19. Front row, from left, #96 Art Barda, 2nd place finisher; winner #47 Pat Gosch; #29z Johnny Hall; #44x DeWayne Keeter, 3rd place; #84 Eddie Wirth; #107x Mike Moore. Back row includes #20y Lloyd Houchins, #76 Dick Dorresteyn and #56z Mike Yarn.

Above left: Smiling victor of San Jose clean sweep – heat race, Trophy Dash and Main Event – Pat Gosch, Triumph-mounted for Howard Barnes. In action he's shown thwarting the efforts of #96 Art Barda (Velocette), who also won his heat and wound up 2nd in the final. Other heat race winner was Johnny Hall (BSA).

Above right: The rider is #101r Keith Mashburn, the wheels are Yamaha powered and the combination is virtually unbeatable in this year's Novice division. Keith is leading the nation in points, added another three wins to his credit at San Jose. Second place in the Main went to #139y Gary Guiol (Bultaco), third was #226r Tom Sherman (H-D).

Left: Still San Jose Amateur champ, #80y Jim Rice (BSA) took his third feature win in a row at the Fairgrounds half-mile. Jim won his heat, lost out to Don Harms (H-D) in the Trophy Dash, but led Mark Breisford (also BSA) to the Main Event checker. Hank Gendusa (right) came up from Fresno to officiate until a new No. Calif. Referee can be appointed.

It's what's up FRONT that COUNTS!



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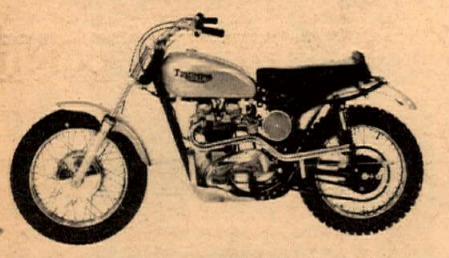

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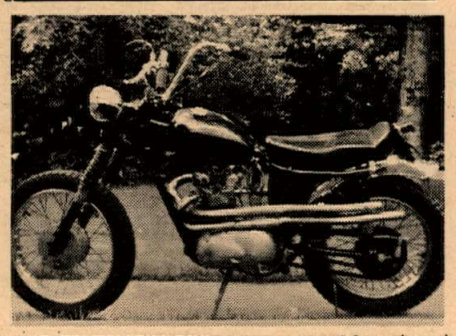

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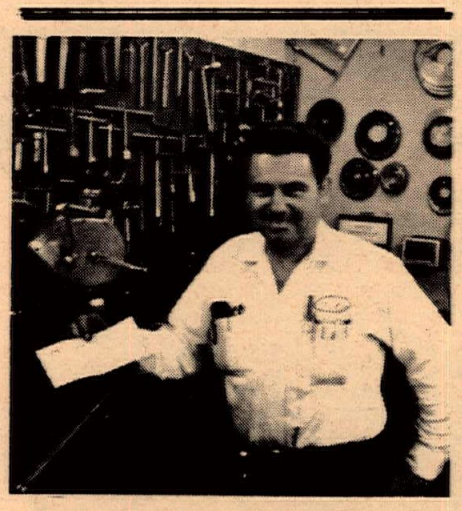

CAPALITE COPS MAYNARD CASH

Guess who won the $200 prize given away by Maynard Insurance Co. at the Cycle World Show? None other than smiling Mike Capalite, the triple-threat motorcycle enthusiast who somehow finds time to announce ACA events, run Bay Cycle Rentals in Huntington Beach, Cal., and write race reports for Cycle News as well. Congratulations, Mike – a more deserving prize winner would be hard to find.

PORTLAND NIGHT SCENE

Story by J.K. Lacey

Forced to fight his way through heat race and semi, Portland's T.L. Hoglan copped the Sidewinders M.C. night TT opener May 17 with a wire-to-wire storm that left even the stoutest man and beast weak at heart.

This was T.L.'s first 1st place at the 'Winders after trying weekly for years, but it didn't come easy as Mark Williams, 4Q, and Bob Fuller, 38w, gave a good chase, though Fuller dropped back as the laps wore on. But Williams, Triumph-mounted as was Fuller, got alongside Hoglan's Norton twice in the up-hill sweeper, and the crowd just went wild! T.L. had the fast inside groove, though, and Williams trailed home a scant four feet behind.

'Twas sort of a night of upsets in that no Trophy Dash winner repeated with any win other than a heat race. Bill Cook won the Novice dash going away and rode a good A Main but not as good as Len Miller, Honda, who won wire to wire, or D. Sheffel's brother Charlie, who by an act of God got under Cook somehow on the last turn to grab second.

Amateur winner Jim Gale, Triumph, came back from a poor showing in the Dash to show to all he can wail with the best of 'em, while Lance Morgeson, Dash winner, trailed home third. Dave Sheffel rode to a steady second.

The Expert B Main was also a real go in that Dick Jagow had been trying all night to do the other Experts in with his 360 Greeves, but only managed the B Main. Not Mr. Jagow's fault, just not enough ponies in the two-stroke. Merlin Thompson grabbed a healthy lead at the start, Jagow a fourth, but soon was second after the flying Thompson. Down off the hill Dick would fly, compression release the only loud sound save for the cries of the crowd when the West beer stand went dry, but there weren't enough laps and the shark, Thompson, went on for the win. Seems to have proved one thing: a 2-stroke can hack it here but damned if I think one can win in A Expert Main. With Jagow looking for a big-bore 4-stroke ride I'd think one of the local dealers hereabouts would come across, and soon!

With track drying problems, a closing curfew, and one small needless delay, the Oregon Sidewinders did a right good job of getting the nights' program run off in an orderly manner. With the opening night jitters now gone we should see some real professional organization out there and racing action to be enjoyed by all.

(Results on page 16)

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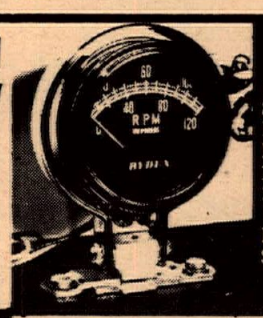

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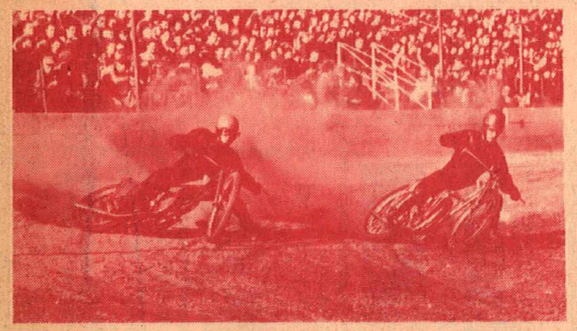

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MFP 25¢ June 20, 1968

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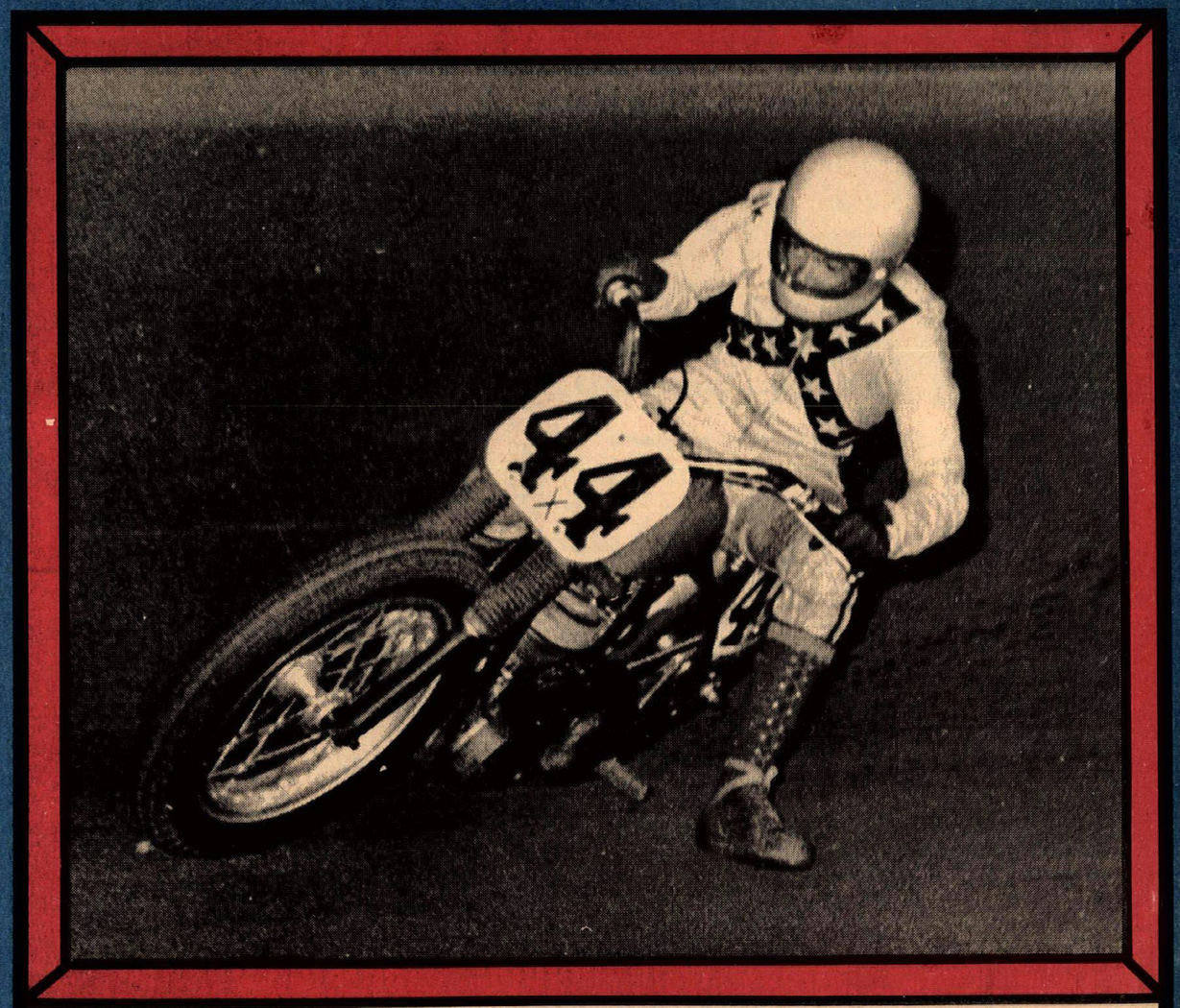

Current King of the Ascot Park half-mile is #44x DeWayne Keeter, whose sensational ride to victory in the 15-Lap Expert Main Event on May 24 wasaccompanied by a new track record. Keeter, astride Dick Keim's barrellin' BSA, slashed nearly two seconds off the 1966 mark set by Dan Haaby and turned in a flawless wire-to-wire performance, precisely diamonding the turns and getting a tremendous drive down the straights. — Photo by Dennis Greene.